

2026 and 2027 Expenditure Projections

This appendix provides additional detail surrounding the City's Civic budget expenditure forecasts for 2026 and 2027 as presented in this report. All amounts stated within this appendix will be shown as 2026 and 2027 respectively unless otherwise stated. The expenditures in this appendix include:

- Expenditures for Phase-ins and Previous Direction from City Council; and
- Civic Operating Expenditures to Maintain Existing Service Levels
 - Mainly inflationary and growth impacts

Appendix 3 contains Saskatoon Police Service Expenditure estimates.

Land Development, Utilities expenditures and other non-mill rate programs are excluded as they are self-funded and do not rely on the property tax. These budgets will be presented as part of Budget Deliberations in November, 2025.

Overall, Administration is anticipating total Civic expenditure increases for the preliminary budget to be \$29,918,900 and \$30,431,900 respectively.

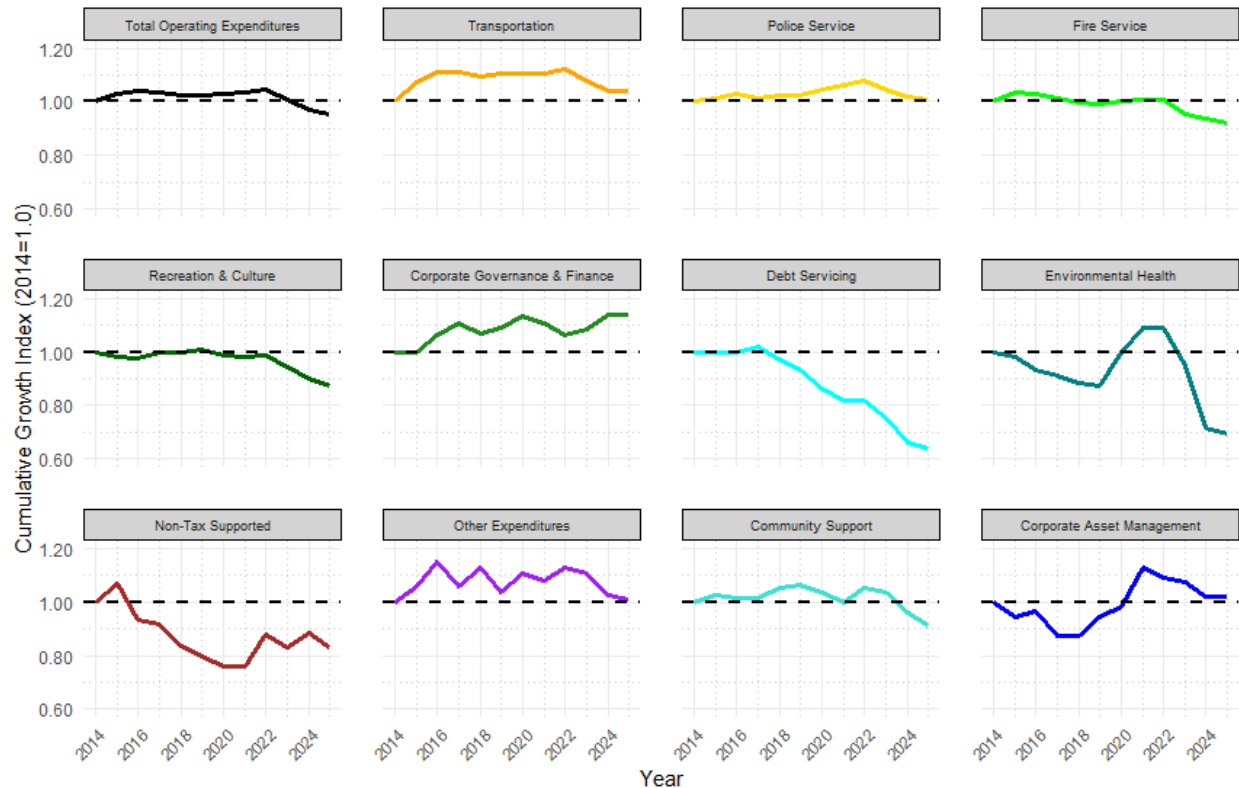
As mentioned in the cover report, it is Administrations intention to continue to revise these forecasts and present a budget at November's budget deliberations that reduces the Civic Budget property tax requirements by 1 percentage point. In addition to this reduction, the Administration will present scenarios to further reduce the property tax impact of the civic budget.

City Expenditure Trends Compared to Inflation and Growth (2014 to 2025)

As outlined in the cover report, while the 2025 budget provided for record levels of investment in essential civic services such as Fire Services, Road Maintenance, Snow Clearing and Transit the pressures of inflation and population growth have been higher. This has required the Administration and City Council to find efficiencies and savings to maintain many of the City's essential services. The charts below illustrate the levels of investment in the various City Business Lines when adjusted for inflation and population growth. The dotted line represents the level of investment that would be required to match inflationary and population growth levels since 2014 and how various business line investments have compared.

City of Saskatoon: Cumulative Real Per Capita Expenditure Growth (2014-2025)

Growth index for inflation-adjusted expenditures per capita by category (2024 Constant\$, 2014=1.0)



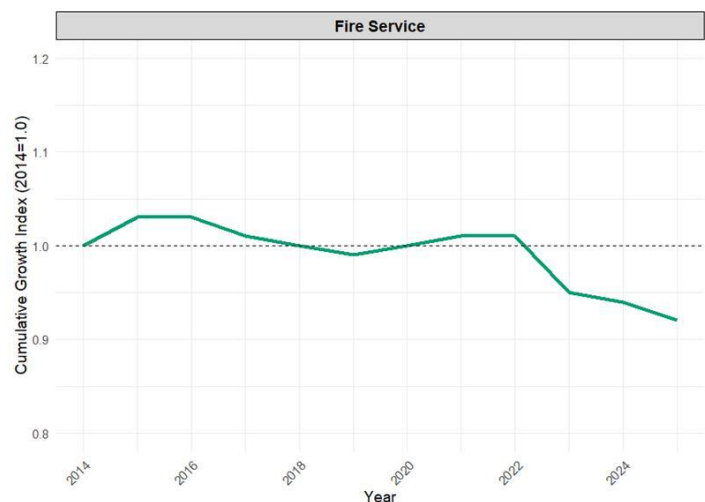
Source: City of Saskatoon Budget Data (2014-2025)

To provide some additional insight into these charts, some select examples are outlined below:

Fire Services

From 2014 to 2025, the Fire Services budget increased by 52.8%, from \$42.5 million to \$64.7 million. However, this growth has not kept pace with rising costs and population growth. Over the same period, Saskatoon's population grew by approximately 27.2% and the Consumer Price Index rose by 30.2%. Combined, these factors have outstripped the increase in Fire Services funding.

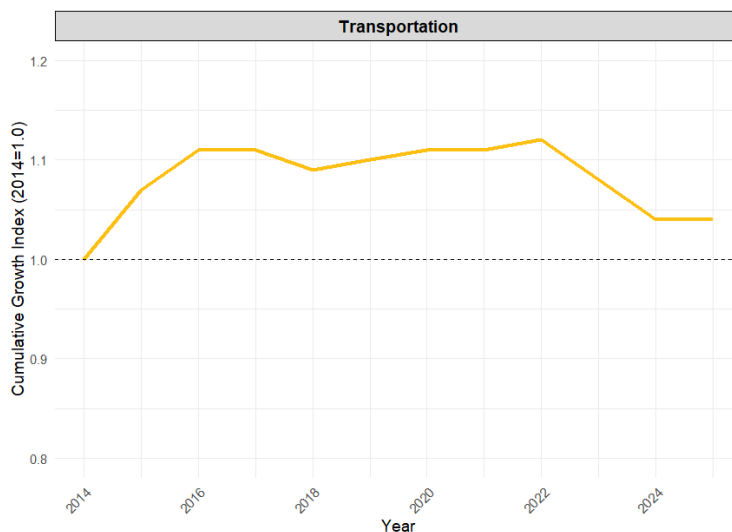
Despite record investment in 2025 (see green line in the chart), Fire Services funding has lagged behind inflation and population growth pressures by roughly 10% since 2022. As a result, the City's increased spending buys less fire equipment,



apparatus, and staffing than it did in previous years. In real terms, per capita investment in Fire Services fell from \$228 in 2014 (inflation-adjusted) to \$210 in 2025. This means that even with higher nominal spending, the City is able to purchase fewer resources and provide less service per resident than in the past.

Transportation Services

Transportation Services had a 2014 Budget of \$104.3 million. This budget increased by 20.0% to \$125.1 million from 2014 to 2016 largely because of the City's Building Better Roads initiative where investments above and beyond inflation and population growth were provided in order to improve the City's road maintenance service level and frequency from treatments once every 80 years to the best practice level of once every 20 years. This is illustrated by the upward trend in the orange line from 2014 to 2016.



From 2016 to 2025 the City continued to make record investments into roadways and other transportation initiatives to keep pace with inflation and road network growth, increasing the investment level a further 43.6% to \$179.7 million in 2025. Despite these record levels of investment, they have not kept up with inflation and population growth pressures as indicated by the downward trend since 2022. This means, despite more dollars getting invested into Transportation Services in 2025 they repair less kilometers of roadways, can buy fewer buses and clear less snow than they did in 2022. In terms of real spending, when adjusted for inflation, the City's 2013 investment level was \$560 per capita, increasing to \$622 per capita in 2016 and peaking at \$627 per capita in 2022 while since decreasing to \$582 per capita in 2025. While overall spending per capita on transportation related expenditures have increased by approximately 4% from 2014 to 2025, they have also seen an approximate 8% reduction since 2022 largely due to significant recent inflation.

Preliminary Civic Operating Budget Expenditure Forecasts

The expenditure amounts included in the 2026/2027 forecast are explained below by business line, unless otherwise stated. All expenditures are shown in the business line where they originate for this report, but in the final budget deliberations, some of these expenditures will be allocated amongst various business lines. For example, the insurance decreases, which are currently allocated to the Corporate Governance and Finance Business Line will be allocated in relative amounts to various Business Lines by the time documents are submitted for budget deliberations.

A summary of the 2026 and 2027 expenditures forecast can be found in Table 1 below, which is further detailed in the remainder of this appendix.

Table 1 – Proposed Civic Operating Expenditure Increase

Description	2026 Dollar Increase	2027 Dollar Increase
Civic Operations (excluding Phase-Ins)	\$22,404,300	\$20,876,900
Phase-Ins	\$7,514,600	\$9,555,000
Total Proposed Expenditure Increase	\$29,918,900	\$30,431,900

Table 2 Summarizes the 2026 and 2027 expenditure increases by Business Line with details for each Business Line also found on the following pages of this appendix.

Table 2 – Expenditures by Business Line

Business Line	2026 Expenditure Increase/(Decrease)	2027 Expenditure Increase/(Decrease)
Arts, Culture and Events Venues	\$95,000	\$96,500
Community Support	\$110,300	\$668,000
Corporate Asset Management	\$2,129,200	\$3,721,500
Corporate Governance and Finance	\$5,877,400	\$5,894,800
Environmental Health	\$463,400	\$661,800
Recreation and Culture	\$1,417,800	\$1,483,200
Saskatoon Fire	\$5,731,600	\$4,668,600
Transportation	\$13,473,700	\$12,446,500
Urban Planning & Development	\$144,500	\$296,000
Taxation and General Revenues	\$476,000	\$495,000
Total Expenditures Increase	\$29,918,900	\$30,431,900

Expenditures for Phase-ins and Previous Direction from City Council

As shown in Table 1, phase-ins and previous direction from City Council require an additional \$7,514,600 and \$9,555,000 in forecasted expenditures for 2026 and 2027 respectively. These amounts are to phase-in dollars for future operating programs or facilities or reflective of past City Council direction. These items are forecasted within various business lines. Many of these phase-ins were presented at the July 25, 2023 special Governance and Priorities meeting as a way to address the significant inflationary impacts over five-years and included in the approved [Option 2 of the 2024/2025 Budget Inflationary & Phase-In Decisions](#) report. Details are found below for the phase-in and previous direction from City Council items.

Link Operating Phase-In - \$3,500,000 and \$3,500,000 Expenditure Increase

As further outlined in Appendix 3, the establishment of the Link or Bus Rapid Transit will require annual funding once the program becomes operational, largely due to the estimated 20% increase in service hours that will be required. This amount will be used towards the Capital project until such time as the operating costs begin to be incurred.

An amount of \$3.5 million is included in the forecasts for 2026 and 2027 to begin building for the operating budget requirements of Link.

East Leisure Centre Phase-In - \$400,000 and \$400,000 Expenditure Increase

An amount of \$400,000 is being phased in for step growth each year to build a base budget for the future East Leisure Centre operating requirement expected to open in 2029. Before the facility opens, the funding will contribute towards the City's share of construction cost of the facility.

New Fire Stations Expenditures - \$399,200 and \$2,459,600 Expenditure Increase

As part of the City's Major Capital Prioritization process, the construction and opening of two new fire stations on the west side of the City were identified as a top priority. With operations forecasted to begin in late 2026, annual operating budget for Fire Stations No. 10 and 11 have been added to both 2026 and 2027.

Phase-in of Major Capital Prioritization Funding Plan - \$350,000 and \$330,000 Expenditure Increase

At the August 16, 2023 Governance and Priorities meeting the [Major Capital Funding Plan](#) was approved in principle. As mentioned in that report, amounts are required to be phased into budgets for 2026, 2027 and 2028 to support the projects within the plan. Administration will report further on updates to the Major Capital Funding Plan in the 3rd quarter of 2025

Saskatoon Light & Power (SL&P) Return on Investment (ROI) Phase Out - \$495,000 and \$495,000 Revenue Decrease

SL&P pays an ROI to the City. The reduction to the ROI paid to the City will allow SL&P to retain more of their self-generated revenue and help SL&P address its asset management priorities. Although this is a revenue decrease it is included within the expenditure section along with all other phase-ins and previous direction from City Council.

Fire Apparatus Reserve Phase-In - \$115,500 and \$115,500 Expenditure Increase

The inflationary impact on the replacement of Fire Apparatus has been significant in recent years with the cost to replace an Engine increasing from approximately \$900,000 prior to the pandemic to \$1,800,000 in 2024. To maintain the current replacement strategy of an 18-year apparatus useful life, additional funds are required.

Civic Building Comprehensive Maintenance Reserve (CBCM) Phase-In - \$402,900 and \$402,900 Expenditure Increase

The CBCM targets a funding contribution of 1.2% of building valuation each year, however the funding contribution was at 0.98% in 2021 and with increased inflation there have been significant increases in building maintenance costs. This resulted in

CBCM being funded at 0.85% in 2025 of building valuation. To work back towards the contribution rate of 0.98% from 2021 an increase is required for the CBCM contribution.

Roadways Preservation Phase-In - \$1,530,000 and \$1,530,000 Expenditure Increase

The City's road preservation and rehabilitation program target a 1 in 20-year treatment cycle or a target of 5% of the network annually. However, the program has faced significant inflationary impacts since 2023 resulting in additional funding required as currently the City has an average funding capacity of approximately 4% of network treatments (a 25-year cycle). The current phase-in along with the growth and inflation requests creates a plan of between 4.0-4.6% of the network receiving treatments each year, gradually working back towards the 1 in 20-year treatment cycle.

Snow and Ice Management Contingency Reserve - \$322,000 and \$322,000 Expenditure Increase

The Snow and Ice Management Contingency Reserve collects funds which can be used when the Snow and Ice Program expenditures exceed budget or to respond to major snow events. Due to the increasing costs, and frequency of major events, additional funds were previously directed at being allocated to build the reserve so that it can eventually support the costs of a 1 in 10-year storm. In 2025 an annual amount of \$830,700 is allocated to the Snow and Ice Management Contingency Reserve.

Civic Operating Budget Expenditures – Business Line Summaries

In addition to the phase-ins and previous direction from City Council, the City is also faced with additional cost impacts such as:

- Annual inflationary costs such as the impacts of collective bargaining agreements, increased contractor costs and technology licenses; and
- Increases in expenditure due to growth. For example, as the City adds more kilometers of roadways, hectares of park space and population associated increases in maintenance and services are required.

While the City does its best to offset these rising costs through finding efficiencies and rethinking the way the City does work as evidenced in the City's annual report on [Service Savings and Sustainability](#) which found approximately \$5.4 million in savings and cost avoidances in 2024 alone; these are not enough to offset the inflationary and growth impacts the City has faced.

It is important to note that the amounts from the phase-ins and previous direction from City Council section mentioned above are included within the total dollars for each business line.

Arts Culture and Events Venues - \$95,000 and \$96,500 Expenditure Increase

Proposed expenditure increases of \$95,000 and \$96,500 have been added to the 2026 and 2027 forecasts for the City funded subsidy to the Remail Modern. This increase is

equivalent to an approximate 2% annual increase and is required to accommodate expenditures that are not offset by self-generated revenue.

Community Support - \$110,300 and \$668,000 Expenditure Increase

- Animal Services expenditures of \$42,500 and \$75,500, respectively are requested to cover costs for the Animal Services working group and Animal training program in 2026 and salary and payroll costs for collective bargaining increases in both years. 2027 also includes an inflationary increase for the Saskatoon Animal Control Agency contract.
- Cemeteries includes \$37,900 and \$40,600, respectively for salary and payroll costs for collective bargaining increases in both years, fuel reduction in 2026 and inflationary increases for utilities and materials and supplies.
- Community Development includes \$88,100 and \$60,400 respectively for salary and payroll costs for collective bargaining and increased water utility rates for both years.
- Community Investments and Supports includes a decrease of \$58,200 in 2026 and an increase of \$491,500 in 2027. There is a decrease of \$428,400 in property tax abatements due to abatements ending in 2026 and an increase in 2027 of \$219,800 for increases in the affordable housing incentives scheduled to begin. Inflationary increases for Meewasin, SREDA and Discover Saskatoon as well as program increases for Youth Sports Subsidy, Social and Cultural Grants are included for both years.

Corporate Asset Management - \$2,129,200 and \$3,721,500 Expenditure Increase

- City Accommodation includes increases of \$31,800 for increased external lease costs at Essex Plaza for Parking Services, who will also be exiting the lease and require the budget for their new office space at 154 1st Avenue North. The 2027 increase of \$2,700, relates to an inflationary increase in maintenance costs at Civic Square East.
- Facilities Management includes an increase of \$1,247,100 and \$3,154,000, respectively.
 - Energy Management includes reductions in 2026 of \$790,500 due in large part to decreases in utilities for 2026 due to the removal of the Carbon Tax on natural gas and subsequent increases in utilities in 2027 of \$261,200.
 - These are offset by Facilities increases of \$1,723,600 and \$2,706,300 respectively are due to inflationary costs and additional phase-in to the Civic Buildings Comprehensive Maintenance Reserve (CBCM). Additional FTEs for the Facilities group are included in order to service Fire Hall 10 and 11 and other new civic facilities.
- Fleet Services includes an increase of \$850,300 and \$564,800, respectively, which includes FTEs for mechanics and a mechanics supervisor for the Saskatoon Police Service fleet due to growth of the fleet. Additional FTEs for wash bay attendants are included. An FTE is also included in 2027 for a specifications engineer, and a Civic

fleet mechanic also due to growth in the fleet. Inflationary increases are included for salary and payroll costs for collective bargaining increases in both years, equipment maintenance, repair parts and the provision to the Civic Vehicles and Equipment Replacement Reserve.

Corporate Governance and Finance - \$5,877,400 and \$5,894,800 Expenditure Increase

- Corporate Support includes \$4,275,700 and \$4,039,400, respectively due mostly to these major impacts:
 - \$400,000 for increased memory costs to store SAP data in 2026; and
 - The remainder of IT is increasing by \$2,933,500 and \$3,075,700, respectively due to salary and payroll costs increases for collective bargaining, increased expenditures for contracts, Microsoft and ESRI and Graphical Information Systems (GIS) licenses, additional reserve transfers for items such as GIS replacement to account for increased costs and the continued phase-in to the SAP operating program to reduce the reliance on contributions from various operating capital reserves which have been supporting the program to date.
 - Included in this forecast is an additional 5.5 FTEs in 2026 and 6.0 in 2027 to support the various operational technology requirements as well as the City's cybersecurity program.
 - Other increases to areas such as Human Resources, Organization and Corporate Performance, Public Engagement and Communications, Race Relations, Reconciliation, Equity , Diversity and Inclusion (REDI) and Indigenous Initiatives are for salary and payroll costs increases for collective bargaining, as well as FTEs for Enterprise Architects, Strategy Lead and Corporate Asset Management Data Coordinator within Organization and Corporate Performance over the two years, a WCB Specialist within HR in 2027 and a Public Engagement Consultant within Public Engagement in 2026.
- Assessment and Taxation includes \$149,600 and \$95,800, respectively, due to salary and payroll costs for collective bargaining increases in both years, inflationary increases for software and postage.
- City Clerk's Office includes \$216,800 and \$120,100 respectively due to salary and payroll costs for collective bargaining increases in both years, additional advertising costs for public notices, etc. and increases to the General Voting Reserve contributions due to expected increase in election costs.
- City Manager's Office includes \$40,400 and \$19,800, respectively due to salary and payroll costs for collective bargaining increases in both years.
- City Solicitor's Office includes a decrease of \$233,300 and an increase of \$86,200, respectively. In 2026 it is expected that the City's insurance costs will decrease. Both 2026 and 2027 include salary and payroll costs increases for collective bargaining.

- Legislative includes \$375,000 and \$64,400, respectively due to in part to increased travel, training and Communications and Constituency Relations Allowance as resolved at the [April 9, 2025](#) Governance and Priorities Committee in 2026. Additionally increased salary and payroll costs are also included for both years.
- Debt Servicing includes \$785,000 and \$730,000 respectively due to phased-in increases for the East Leisure Centre and the Major Capital Prioritization Funding Plan.
- Financial Services includes \$211,500 and \$108,900, respectively due to salary and payroll costs increases for collective bargaining in both years as well as one FTE requested in 2026 for dedicated financial support to Saskatoon Fire Services.
- General Services includes a decrease of \$1,101,000 and an increase of \$349,000 respectively, due to:
 - The decrease in 2026 is due to the removal of the global collective bargaining agreement amounts of \$2,059,000. These amounts were dispersed throughout other service lines now that many collective bargaining agreements have been settled.
 - In addition, the City is responsible for pension obligations on the old Police and Fire pension plans. Due to revised actuarial valuations, it is expected that the City's payments will need to increase an additional \$300,000 and \$100,000 respectively.
 - In 2026 \$121,100 is included to account for the City facilities that currently do not have appropriate budget for their appropriate Equivalent Runoff Units (ERU) as per the Storm Utility Bylaw.
 - In both 2026 and 2027 \$100,000 is added for payments to the Utility and Land programs for interest on their surplus funds.
 - Remaining changes include additional expenditures for the EI Premium Reduction Program due to actuals being less than budget as well as increases to the external auditor expenditures due to additional audit work related to revised accounting standards and contract increases.
- Revenue Services includes \$146,700 and \$61,100, respectively due to salary and payroll costs increases for collective bargaining as well as increased software licensing costs.
- Service Saskatoon has increased by \$611,000 and \$220,100, respectively due to additional resources required in 2026 and 2027 to support the Customer Relationship Management (CRM) program which includes two additional FTEs, software and contract costs. Both 2026 and 2027 include salary and payroll costs increases for collective bargaining.

Environmental Health - \$463,400 and \$661,800 Expenditure Increase

- Sustainability includes \$112,100 and \$75,700, respectively due to salary and payroll costs increases for collective bargaining, additional communications and survey expenditures.

- Urban Biological Services includes \$26,000 and \$31,100, respectively due to salary and payroll costs increases for collective bargaining in both years and growth from additional hectares of parks space being added in 2027.
- Urban Forestry includes \$208,800 and \$208,500, respectively due to capital project operating impacts for additional trees planted, as well as \$4,300 phase-in regarding the Link project as mentioned above. Additionally a phase-in of \$78,000 to the Urban Forestry and Pest Management Capital Reserve is included to increase annual contributions to reach a maximum of \$1,000,000 as per the resolution from the [November 26, 2018](#) City Council Budget meeting. The current contribution to this reserve is \$589,500.
- Waste Handling Service includes \$88,100 and \$334,800, respectively due to salary and payroll costs increases for collective bargaining in both years, increased contribution to the Landfill Replacement reserve based on higher tonnages as well as FTEs for landfill attendants, labourers, Utility A and Engineering Tech positions.
- Waste Reduction includes \$28,400 and \$11,700, respectively due to salary and payroll costs increases for collective bargaining.

Recreation and Culture - \$1,417,800 and \$1,483,200 Expenditure Increase

- Albert Community Centre (ACC) includes \$5,100 and \$123,000, respectively due to inflationary increases in both years as well establishing a contribution to the CBCM reserve as the ACC will have met the minimum structural standards to become part of the CBCM program.
- Community Partnerships includes \$15,300 and \$17,500, respectively due to salary and payroll costs increases for collective bargaining.
- Forestry Farm Park and Zoo includes \$216,600 and \$126,600, respectively due to salary and payroll costs increases for collective bargaining, an additional FTE for a zookeeper in 2026 to ensure Canadian Accredited Zoos and Aquariums standards and partial FTE in both years for a cashier receptionist to accept winter admissions.
- Indoor Rinks includes a decrease of \$60,900 and increase of \$50,900, respectively due to savings in salaries from position reclasses and savings in utilities in 2026 offset by increase of a partial Indoor Arena Operator Full Time Equivalent and salary and payroll costs increases for collective bargaining. In 2027 additional expenditures are required for salary and payroll costs increases for collective bargaining and increased utility costs.
- Leisure Centre Programs and Rentals increased by \$290,100 and \$321,600, respectively due to salary and payroll costs increases for collective bargaining, capital project operations impacts for security monitoring and additional utility costs.
- Marketing Services increased by \$150,400 and \$20,200, respectively due to the addition of a Communications Consultant and salary and payroll costs increases for collective bargaining.
- Outdoor Pools decreased by \$44,800 and increased by \$24,400, respectively due to salary and payroll costs increases for collective bargaining, reduction in utilities in 2026 and increased utilities in 2027.

- Outdoor Sports Fields increased by \$13,300 and \$49,100, respectively due to salary and payroll costs increases for collective bargaining, increased contractor costs and increased utilities in both years.
- Parks Maintenance and Design increased by \$759,600 and \$701,200, respectively due to salary and payroll costs increases for collective bargaining, increases to the Parks Infrastructure Reserve and phase-in regarding the Link project as mentioned above for \$21,200 and \$21,100, respectively as well as \$63,400 in 2026 for externally contracted cleanup of encampments.
- Playground and Recreation areas, Program Research and Design and Targeted Programming increased by a total of \$72,700 and \$48,300, respectively due to salary and payroll costs increases for collective bargaining and phone costs.

Saskatoon Fire - \$5,731,600 and \$4,668,600 Expenditure Increase

- Community Risk Reduction increased by \$438,400 and \$178,500, respectively due to salary and payroll costs increases for collective bargaining.
- Emergency Management increased by \$273,100 and \$44,700, respectively due to salary and payroll costs increases for collective bargaining and the addition of an EMO Coordinator position in 2026.
- Fire Services increased by \$5,020,100 and \$4,445,400, respectively due to salary and payroll costs increases for collective bargaining, an additional Fire Service Instructor in each year and a Maintenance Technician in 2026. Also, phase-in's of the Fire Apparatus Reserve and New Fire Station expenditures including additional firefighters to staff the new stations as mentioned at the beginning of this appendix are included in both years.

Transportation - \$13,473,700 and \$12,446,500 Expenditure Increase

- Access Transit increased by \$237,000 and \$211,300, respectively due to salary and payroll costs increases for collective bargaining, a partial FTE increase in each year for an Access Operator and additional reserve contribution for inflationary increases for Access Transit buses.
- Bridges, Subways and Overpasses increased by \$338,900 and \$317,400, respectively due to salary and payroll costs increases for collective bargaining, additional transfer to the Bridge Major Repair Reserve due to growth and inflationary costs, inflationary costs for the operating and maintenance of the bridges under the P3 contract, additional costs for encampment maintenance, and growth and inflationary costs for bridge inspections, graffiti removal and other maintenance costs.
- Engineering increased by \$138,400 and \$53,100, respectively due to salary and payroll costs increases for collective bargaining, and increased lease costs for additional space and utility and trailer rental.
- Parking increased by \$304,300 and \$155,400, respectively due to new technology licensing fees, line painting, utility and commissionaire expenditures, as well as salary and payroll costs increases for collective bargaining.

- Road Maintenance increased by \$5,081,800 and \$4,558,600, respectively due in large part to the increased phase-in as well as growth and inflation for the transfer to the Paved Roadways Reserve and the Transportation Infrastructure Reserve in the amount of \$3,851,400 and \$3,675,900, respectively. Additional FTEs for various positions such as GIS Analyst, Superintendent, Corporate Fuel Management Administrator, Utility B, Engineering Technician, Supervisors and Customer Support Coordinators are included among both years and are shared among other Transportation service lines. Other additional expenditures include salary and payroll costs increases for collective bargaining, inflationary costs to materials and supplies and encampment response expenditures.
- Snow and Ice Management increased by \$2,173,900 and \$1,476,200, respectively due to phase-in regarding the Link project as mentioned above of \$381,800 and \$381,700, respectively, salary and payroll costs increases for collective bargaining, additional FTEs for labourers, and operations engineer, additional funds of \$500,000 in 2026 to help build towards a 6th snow event, phase-in of \$322,000 in each year towards the Snow and Ice Management Contingency reserve, and inflationary increases to contractor services.
- Street Cleaning and Sweeping increased by \$246,300 and \$129,200, respectively due to salary and payroll costs increases for collective bargaining, increased costs for the shared FTEs as listed in Road Maintenance, and inflationary increases to materials supplies, contractor services and the contribution to the Street Cleaning/ Sweeping Equipment Acquisition Reserve.
- Street Lighting increased by \$522,300 and \$476,800, respectively due to phased-in operating for the Link program of \$70,000 in each year, salary and payroll costs increases for collective bargaining, inflationary and growth increases for new street lighting installations as well as utility increases.
- Transit Operations increased by \$3,802,300 and \$4,723,000, respectively due in large part to the phase-in regarding the Link project as mentioned above of \$2,930,600 and \$2,930,700, respectively, and reduction of fuel costs of \$1,000,000 (\$0.20 reduction per litre) in 2026 which is held here for this report but will be allocated to other service lines when the budget book is produced. Growth for extending transit service into Evergreen in 2026 and Aspen Ridge in 2027 are also included. Additional expenditures include salary and payroll costs increases for collective bargaining, inflationary costs for uniforms, advertising and software expenditures and the operating and maintenance of the Civic Operations Centre under the P3 contract, as well as additional FTEs for operators and building resource capacity in both years.
- Transportation Services increased by \$628,500 and \$345,500, respectively due to salary and payroll costs increases for collective bargaining, the phase-in regarding the Link project as mentioned above of \$6,900 in each year, increased transfer to the Dedicated Roadways Reserve due to additional boulevard lease revenue, increased materials and supplies costs and additional transfer to the Active Transportation Reserve for network growth and inflation.

Urban Planning and Development - \$144,500 and \$296,000 Expenditure Increase

- Attainable Housing increased by \$69,100 and \$11,500, respectively due to salary and payroll costs increases for collective bargaining, training and membership cost increases partially offset by increased staffing cost recovery from the Affordable Housing Reserve.
- Business Improvement Districts (BID) increased by \$6,900 and \$7,100, respectively due to an inflationary increase to the BID's operating grant.
- Bylaw compliance increased by \$129,200 and \$70,300, respectively due to salary and payroll costs increases for collective bargaining, additional Customer Service Representative and Bylaw Inspector increase in hours from part-time to full-time.
- Development Review increased by \$62,700 and \$160,900, respectively due to salary and payroll costs increases for collective bargaining and an additional Planner position in 2027. Increases are partially offset with funding from the Planning Levy.
- Long Range Planning increased by \$16,500 and \$12,700, respectively due to salary and payroll costs increases for collective bargaining which are partially offset with funding from the Planning Levy.
- Neighbourhood Planning increase by \$24,700 and \$21,100, respectively due mostly to salary and payroll costs increases for collective bargaining.
- Planning Project Services decreased by \$29,200 in 2026 and increased by \$14,600 in 2027, due mostly to salary and payroll costs increases for collective bargaining.
- Regional Planning increased by \$31,100 and \$17,600, respectively due to salary and payroll costs increases for collective bargaining in both years and an increase to the Saskatoon North Partnership for Growth (P4G) operating grant.
- Research and Mapping increased by \$52,500 and \$18,200, respectively due to salary and payroll costs increases for collective bargaining and a reduction in expected cost recovery in 2026 from reduced internal printing.
- Urban Design decreased by \$219,000 and \$38,000, respectively due to a decreased transfer to the Streetscape Reserve from reduced parking revenues partially offset by salary and payroll costs increases for collective bargaining, and utility increases.

Taxation and General Revenues – \$476,000 and \$495,000 expenditure increase

- There is a decrease in 2026 for a base budget adjustment of \$19,000 to the annual annexation budget which is higher than the actual expenditures.
- The phase-out of \$495,000 ROI paid from SL&P as mentioned above is included in both years.