

Attachment 2
Significant Capital Project Update
As of September 30, 2021

Table of Content

Department	Page #
Summary	2
Integrated Infrastructure Services	3
Financial & Corporate Services	17
City Operations	21
Urban Planning and Economy	23
Boards & Commissions	24
Citizen Services	25
Utilities	26

Definitions

Significant Capital Project - Project that has an approved budget greater than or equal to \$20 million over the 2019-2022 time period. Projects may also include those that are highly strategic, complex, have many stakeholders, have major constraints and/or include a high level of risk.

Red Project Status - Develop stage projects with a greater than 30% variance from adjusted original budget or schedule. Deliver stage projects with greater than 20% variance from adjusted original budget or schedule. Profiles/projects not being delivered under the Project Design and Deliver Model with greater than 20% variance from last approved budget or schedule. Project status to be assessed qualitatively when budget or schedule assessments are not available.

Yellow Project Status - Yellow status is meant to flag profiles that are projecting over the approved budget or schedule, but still within an acceptable tolerance. Develop stage projects report yellow status when between 0%-30% variance from adjusted original budget or schedule. Deliver stage projects report yellow status when between 0%-20% variance from adjusted original budget or schedule. Legacy projects report yellow status when between 0%-20% variance from last approved budget or schedule. Project status to be assessed qualitatively when budget or schedule assessments are not available.

Green Project Status - Project is on/under cost and on/ahead of schedule.

Adjusted Original Budget - Develop/Deliver stage projects compare to original approved budgets adjusted for any partner or City Council directed scope changes to calculate status. Legacy profiles adjusted original budget will equal current approved budget, which going forward would not be adjusted for future budget adjustments unless tied to a partner or City Council directed scope change.

% Delay (Project Schedule Variance %) - Calculated as the difference between the Estimated or Actual In Service Date and Budgeted End Date in comparison to the estimated project duration. $(\text{Estimated or Actual In Service Date} - \text{Budgeted End Date}) / (\text{Budgeted End Date} - \text{Estimated or Actual Start Date})$.

% Over Budget (Project Cost Variance %) - Calculated as the difference between the Total Projection and the Adjusted Original Budget. $(\text{Total Projection} - \text{Adjusted Original Budget}) / (\text{Adjusted Original Budget})$

Profile-to-Date Actuals - Total project cost from inception of the project to the reporting date.

% Complete based on Total Projection - Project-to-Date Actuals as a percentage of Total Projection.

Approved Budget - The total authorized budget at the reporting date.

Total Projection - Estimated costs over the life of the project/profile.

Estimated or Actual Start Date - Month and year the project commenced based on the date cumulative project costs are expected to be or are greater than \$10,000.

Budget End Date - Month and year the project is expected to be completed based on the Approved Budget. This may differ from the completion date based on the Original Budget if subsequent budget adjustments have changed project timelines.

Actual or Estimated In Service Date - Month and year the asset is expected to be available for use. Total project costs may not be incurred by this date, however the asset is available or is expected to be available for use.

Project Phase - Identifies whether a project is reporting in the develop, deliver, or is being considered a legacy project for the purposes of calculating the status of the project. Departments outside of IIS will continue to report as legacy until adopting a similar project deliver model to IIS.

Threshold - The threshold % is applied to the budget or schedule variance and reflects the acceptable tolerance level for a project. A project over the threshold value is flagged with a red status for either budget or schedule.

Funding Implications - Funding implications identifies any impacts to external funding sources, such as federal/provincial grants or partnership funding, due to delays to the project.

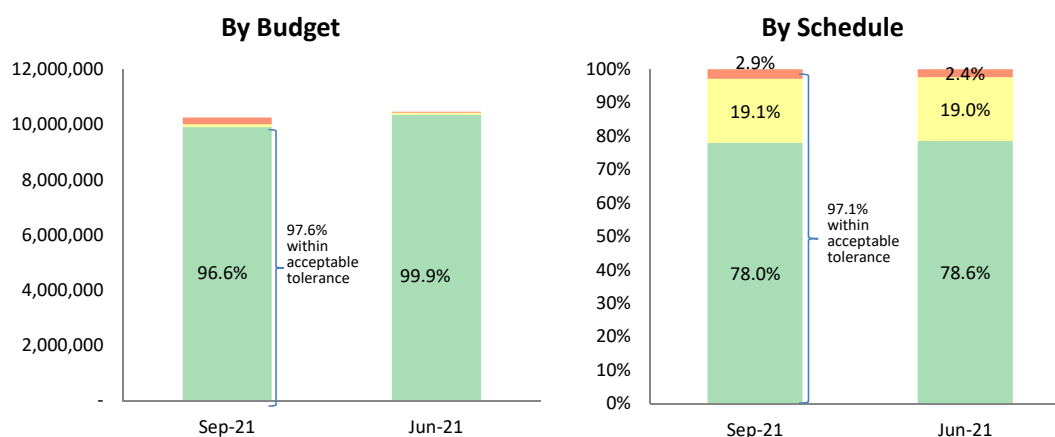
% of Active Budget - This percentage represents the sum of budgets for active projects within a composite profile as a proportion of the composite profiles total budget. This field is only included for composite reporting in Integrated Infrastructure Services.

Budget Status - % within acceptable tolerance - This percentage represents the sum of active projects within a composite profile reporting within an acceptable tolerance as a proportion of the number of active projects within the composite. This field is only included for composite reporting in Integrated Infrastructure Services.

Significant Capital Project Update As of September 30, 2021

Budget and Schedule Variance Summary

	<u>Sep-21</u>	<u>Jun-21</u>
Project Budget Variance		
Within or Under Budget	65	70
Over Budget up to 20% (30% Develop)	2	1
Over budget > 20% (30% Develop)	3	1
	<u>70</u>	<u>72</u>
Project Schedule Variance		
On Time or Ahead of Schedule	57	60
Delay up to 20% (30% Develop)	5	5
Delay > 20% (30% Develop)	8	7
	<u>70</u>	<u>72</u>



*The budget and schedule status charts above are weighted by the profiles approved budget.

Schedule

Page #	Profile	% Delay	
		Sep-21	Jun-21
5	17-99-2001 - Century Place Base Bldg Rehab & Tenant Improvements	21%	15%
6	17-21-1000 - Edmonton Soccer Association South Soccer Centre Expansion	13%	42%
6	19-22-9003 - 105 Avenue (Columbia Avenue)	32%	29%
7	18-66-6503 - 50 Street CPR Grade Separation	>0%	>0%
8	11-66-1673 - Valley Line LRT	>0%	>0%
9	20-83-9001 - Downtown District Energy Initiative	8%	4%
20	14-66-2570 - Parking Control Technology	489%	489%
20	CM-66-2566 - LED Streetlight Conversion	48%	48%
20	13-66-1294 - Transit Smart Fare System (Smart Card)	26%	26%
22	CM-16-1232 - Dry Pond Land Acquisition	23%	0%
	CM-66-3608 - Electric Buses	NA	81%

Cost

Page #	Profile	% Over Budget	
		Sep-21	Jun-21
5	15-21-5801 - Coronation Park Sports and Recreation Centre	34%	0%
7	18-66-6503 - 50 Street CPR Grade Separation	41%	0%
9	19-10-1011 - Stadium LRT Station Upgrade	4%	0%
22	15-74-4104 - Warehouse Campus Neighbourhood Central Park Land Acquisition	2%	0%
	CM-66-3608 - Electric Buses	NA	9%

Integrated Infrastructure Services - Standalone Profiles

For the period ending September 30, 2021
(\$000's)

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
Building Great Neighbourhoods and Open Spaces											
19-40-9010 - NRP Recon - Alberta Avenue	52,010	31,850	52,010	50,800	Dec-23	Dec-22	Deliver	0%	0%	PY - 46% 2021 - 24% 2022 - 25% 2023 - 4% 2024 - 1%	Developer Financing - 0 Local Improvements Prop. Share - 3,888 Neighborhood Renewal Reserve - 45,540 Pay-As-You-Go - 2,293 Tax-Supported Debt - 289
Comments (including funding implications if any)	Release of allocated funds back to the Neighbourhood Renewal Reserve as the project is not expected to incur these costs by final completion. Transfer \$1.2M of NRP from 19-40-9010 NRP Recon - Alberta Avenue to CM-25-0000: Transportation Neighbourhoods - Renewal Construction of the 2021 (year 3 of 4) scope of work is underway and is anticipated to be complete by the end of the year. The overall project is expected to be in-service by the end of 2022. Project information can be found at edmonton.ca/BuildingAlbertaAvenue										
19-40-9011 - NRP Recon - Central McDougall	24,758	19,018	24,758	19,940	Dec-21	Dec-20	Deliver	0%	0%	PY - 94% 2021 - 3% 2022 - 3%	Developer Financing - 23 Local Improvements Prop. Share - 1,762 Neighborhood Renewal Reserve - 20,286 Pay-As-You-Go - 206 Tax-Supported Debt - 2,481
Comments (including funding implications if any)	Release of allocated funds back to the Neighbourhood Renewal Reserve as the project is not expected to incur these costs by final completion. Transfer \$4.8M of NRP from 19-40-9011: Central McDougall to CM-25-0000: Transportation Neighbourhoods - Renewal										
19-40-9012 - NRP Recon - Highlands	44,055	25,136	44,055	40,500	Dec-22	Oct-21	Deliver	0%	0%	PY - 42% 2021 - 53% 2022 - 4% 2023 - 1%	Developer Financing - 5 Local Improvements Prop. Share - 3,328 Neighborhood Renewal Reserve - 39,695 Pay-As-You-Go - 720 Tax-Supported Debt - 307
Comments (including funding implications if any)	Release of allocated funds back to the Neighbourhood Renewal Reserve as the project is not expected to incur these costs by final completion. Transfer \$3.6M of NRR from 19-40-9012:NRP Recon - Highlands to CM-25-0000: Transportation Neighbourhoods - Renewal Construction of the 2021 (Year 3 of 3) scope of work is underway and is anticipated to be complete by the end of the year. Additional project information can be found at edmonton.ca/BuildingHighlands										
19-40-9013 - NRP Recon - Inglewood	47,190	37,828	47,190	43,000	Dec-22	Oct-21	Deliver	0%	0%	PY - 67% 2021 - 29% 2022 - 4%	Developer Financing - 2 Local Improvements Prop. Share - 3,660 Munc Sustain. Initiative - MSI - 374 Neighborhood Renewal Reserve - 40,692 Pay-As-You-Go - 276 Tax-Supported Debt - 2,186
Comments (including funding implications if any)	Release of allocated funds back to the Neighbourhood Renewal Reserve as the project is not expected to incur these costs by final completion. Transfer \$4.2M of NRR from 19-40-9013: NRP Recon-Inglewood to CM-25-0000: Transportation Neighbourhoods - Renewal Construction of the 2021 (Year 3 of 3) scope is complete and in-service. Landscaping work is currently underway and will continue into spring 2022. Additional information can be found at edmonton.ca/BuildingInglewood										
19-40-9014 - NRP Recon - Strathcona	61,200	40,136	61,200	54,800	Dec-22	Dec-21	Deliver	0%	0%	PY - 55% 2021 - 43% 2022 - 1% 2023 - 1%	Developer Financing - 32 Local Improvements Prop. Share - 4,320 Neighborhood Renewal Reserve - 51,779 Pay-As-You-Go - 5,069
Comments (including funding implications if any)	Release of allocated funds back to the Neighbourhood Renewal Reserve as the project is not expected to incur these costs by final completion. Transfer \$6.4M of NRP from 19-40-9014: NRP Recon-Strathcona to CM-25-0000: Transportation Neighbourhoods - Renewal Construction is currently ongoing and is anticipated to be complete and in-service by the end of 2021. Additional project information can be found at edmonton.ca/BuildingStrathcona and edmonton.ca/StrathconaBackStreet										

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
20-40-9017 - NRP Recon - Eastwood/Elmwood Park/Yellowhead Corridor East Ind	51,135	27,749	51,135	49,700	Dec-23	Dec-23	Deliver	0%	0%	PY - 32% 2021 - 32% 2022 - 36% 2023 - 0%	Developer Financing - 4 Local Improvements Prop. Share - 3,798 Munc Sustain. Initiative - MSI - 1,006 Neighborhood Renewal Reserve - 45,667 Pay-As-You-Go - 606 Tax-Supported Debt - 54
Comments (including funding implications if any)	Release of allocated funds back to the Neighbourhood Renewal Reserve as the project is not expected to incur these costs by final completion. Transfer \$1.4M NRP from 20-40-9017: NRP Recon - Eastwood/Elmwood Park/Yellowhead Corridor East to CM-25-0000: Transportation Neighbourhoods Renewal Construction of the 2020 (Year 1 of 3) scope of work is completed and in-service including all landscaping. Construction of the 2021 (Year 2 of 3) scope of work is anticipated to be completed by the end of this year. The overall 3-year project is anticipated to be complete by the end of 2022. Further project information can be found at edmonton.ca/BuildingEastwoodElmwoodPark										
20-40-9018 - NRP Recon - Grandview Heights	20,767	13,525	20,767	20,767	Dec-22	Dec-21	Deliver	0%	0%	PY - 32% 2021 - 66% 2022 - 1% 2023 - 1%	Local Improvements Prop. Share - 1,488 Munc Sustain. Initiative - MSI - 1,063 Neighborhood Renewal Reserve - 18,216
Comments (including funding implications if any)	Construction within the 2021 (Year 2 of 2) scope of work is ongoing and is anticipated to be complete and in-service by the end of the year. Additional project information can be found at edmonton.ca/BuildingGrandviewHeights										
20-40-9019 - NRP/NARP Recon - Lorelei Neighbourhood and Alleys	38,337	13,018	38,337	35,800	Dec-22	Dec-22	Deliver	0%	0%	PY - 26% 2021 - 39% 2022 - 32% 2023 - 1% 2024 - 1%	Local Improvements Prop. Share - 2,524 MSI Replacement - 0 Munc Sustain. Initiative - MSI - 2,792 Neighborhood Renewal Reserve - 33,021
Comments (including funding implications if any)	Release of allocated funds back to the Neighbourhood Renewal Reserve as the project is not expected to incur these costs by final completion. Transfer \$2.5M of NPR from 20-40-9019: NRP/NARP Recon-Lorelei Neighbourhood Alleys to CM-25-0000: Transportation Neighbourhoods - Renewal Construction of the 2021 (Year 2 of 3) scope of work is ongoing and is anticipated to be complete by the end of the year. The overall project is anticipated to be complete by the end of 2022. Project information can be found at edmonton.ca/buildinglozeleibeumaris										
21-40-9023 - NRP/NARP Recon - Beaumaris Neighbourhood and Alleys	37,600	3,605	37,600	37,600	Dec-24	Dec-23	Deliver	0%	0%	PY - 0% 2021 - 31% 2022 - 30% 2023 - 30% 2024 - 9%	Local Improvements Prop. Share - 2,478 Munc Sustain. Initiative - MSI - 348 Neighborhood Renewal Reserve - 34,475 Pay-As-You-Go - 300
Comments (including funding implications if any)	Construction of the 2021 (Year 1 of 3) scope of work is ongoing. The overall project is anticipated to be complete and in-service by the end of 2023. Project information can be found at edmonton.ca/BuildingLoreleiBeaumaris										
21-40-9024 - NRP Recon - Calder	51,900	2,720	51,900	51,900	Dec-24	Dec-23	Deliver	0%	0%	2021 - 20% 2022 - 37% 2023 - 35% 2024 - 8%	Local Improvements Prop. Share - 3,420 Neighborhood Renewal Reserve - 47,873 Pay-As-You-Go - 607
Comments (including funding implications if any)	Construction of the 2021 (Year 1 of 3) scope of work is anticipated to be complete by the end of the 2021 season. Landscaping work will be on-going throughout the fall season and will continue through into spring 2022. The overall neighbourhood is anticipated to be complete by the end of 2023. Further project information can be found at edmonton.ca/BuildingCalder										

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
21-40-9025 - NRP Recon - Garneau	36,900	2,348	36,900	36,900	Dec-24	Dec-23	Deliver	0%	0%	2021 - 37% 2022 - 37% 2023 - 17% 2024 - 10%	Local Improvements Prop. Share - 2,346 Neighborhood Renewal Reserve - 31,224 Pay-As-You-Go - 3,330
Comments (including funding implications if any)	Construction for the 2021 (Year 1 of 3) scope of work began on July 5 and is anticipated to be complete by the end of 2021. The neighbourhood is staged over 3 years and is anticipated to be completed and in-service by the end of 2023. Further project information can be found at edmonton.ca/BuildingGarneau										
21-40-9026 - NRP Recon - Malmo Plains	25,100	6,006	25,100	25,100	Dec-23	Jul-23	Deliver	0%	0%	2021 - 56% 2022 - 36% 2023 - 8%	Local Improvements Prop. Share - 1,680 Neighborhood Renewal Reserve - 23,100 Pay-As-You-Go - 320
Comments (including funding implications if any)	Construction for the 2021 (Year 1 of 2) scope of work is ongoing and is expected to be complete and in-service by the end of the construction season. The overall project is anticipated to be complete by the end of 2022. Further project information can be found at edmonton.ca/BuildingMalmoPlains										
Infrastructure Delivery											
15-21-5785 - Lewis Farms Community Recreation Centre and Library	28,497	25,793	28,497	28,497	TBD	Dec-21	Deliver	0%	0%	PY - 84% 2021 - 7% 2022 - 9%	Funds-in-Lieu Reserve - 1,386 Partnership Funding - 1,200 Pay-As-You-Go - 3,500 Tax-Supported Debt - 22,411
Comments (including funding implications if any)	Design progress for Lewis Farms Facility and Park has reached 100% completion and is closing out contracts. The final close-out of the project will follow the Council-directed EOI report in Q4 2021. With the December 2019 construction budget deferral, there is no date for construction to start.										
15-21-5801 - Coronation Park Sports and Recreation Centre	112,260	5,237	112,260	150,000	TBD	Jun-24	Legacy	34%	0%	PY - 2% 2021 - 1% 2022 - 23% 2023 - 37% 2024 - 25% 2025 - 9% 2026+ - 1%	Partnership Funding - 4,000 Pay-As-You-Go - 1,000 Tax-Supported Debt - 107,260
Comments (including funding implications if any)	The detailed design for the Coronation Community Recreation Centre is 99% complete. The project continues to progress per baseline plan and advance per Council's direction to proceed with scenario 2: Build to Program. The project will be brought forward for Council's direction and approval to proceed in Q4 of 2021.										
17-99-2001 - Century Place Base Bldg Rehab & Tenant Improvements	36,403	32,648	36,403	36,403	Dec-20	Sep-21	Legacy	0%	21%	PY - 65% 2021 - 35% 2022 - 0%	Financial Stabilization Reserv. - 800 Munc Sustain. Initiative - MSI - 26,215 Pay-As-You-Go - 9,389
Comments (including funding implications if any)	Construction for Century Place has reached 98% completion. The project is forecasted to be In-Service by early Q4 2021. The project is behind schedule due to the requirement to relocate the data centre to another facility and also due to unforeseen and unplanned additional work that was uncovered during the course of construction. This unforeseen work was not identified within the existing as-built documents or during destructive testing.										
15-21-6600 - TELUS World of Science	40,000	24,695	40,000	25,219	TBD	TBD	Legacy	0%	0%	PY - 48% 2021 - 32% 2022 - 21%	Partnership Funding - 28,000 Pay-As-You-Go - 12,000
Comments (including funding implications if any)	Telus World of Science Edmonton will remain at the forefront of STEM: Science, Technology, Engineering, and Math from the Aurora Project which will incorporate a new Arctic Gallery, Science Garage and Health Gallery by increasing the facility by 20,000 sq.ft.										

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
17-21-1000 - Edmonton Soccer Association South Soccer Centre Expansion	29,886	11,708	29,886	29,886	Dec-21	Aug-22	Deliver	0%	13%	PY - 9% 2021 - 46% 2022 - 44% 2023 - 1%	Enterprise Reserve - 2,000 Partnership Funding - 600 Pay-As-You-Go - 8 Self Supporting-Tax Guaranteed - 9,500 Tax-Supported Debt - 17,778
Comments (including funding implications if any)	The project has procured a Construction Manager to help inform opportunities to align the scope within the approved budget. The redesign for the Edmonton South Soccer Centre Expansion is now in the detailed design phase. Construction has commenced with the pre-fabricated structure and concrete slabs. Issues with the budget have contributed to schedule challenges which have impacted the approved schedule baseline. The City continues to work with the Edmonton Soccer Association collaboratively with the shared objective of completing the project by Q3 2022.										
19-10-1101 - Edmonton Convention Centre Underground Structure Renewal	15,109	8,719	15,109	15,109	Dec-21	Oct-21	Deliver	0%	0%	PY - 39% 2021 - 56% 2022 - 5%	Munc Sustain. Initiative - MSI - 11,137 Pay-As-You-Go - 3,972
Comments (including funding implications if any)	Construction is ongoing overtop of Edmonton Convention Centre. On schedule for completion in late October 2021.										
19-22-9002 - Imagine Jasper 109-114 St - Phase 1	25,855	15,980	25,855	25,058	Dec-21	Oct-21	Deliver	0%	0%	PY - 41% 2021 - 56% 2022 - 3% 2023 - 0%	Developer Financing - 6,540 Munc Sustain. Initiative - MSI - 15,682 Pay-As-You-Go - 3,633
Comments (including funding implications if any)	Construction is substantially complete and is on schedule for fall completion.										
19-22-9003 - 105 Avenue (Columbia Avenue)	20,125	2,178	20,125	20,125	Dec-22	Dec-23	Deliver	0%	32%	PY - 7% 2021 - 22% 2022 - 47% 2023 - 24%	Developer Financing - 4,285 Munc Sustain. Initiative - MSI - 12,325 Neighborhood Renewal Reserve - 2,075 Pay-As-You-Go - 1,440
Comments (including funding implications if any)	Phase 1 construction from 109 St to 112 St is in progress. Anticipated substantial completion of Phase 1 is in November 2021. The roadway will be open to traffic in November. Staged total closures will resume in spring 2022 with work on Phase 2 from 113 Street to 116 Street. The sewer separation work with EPCOR required a 3rd year of construction to accommodate soil consolidation from trench work in year 1.										
20-20-9202 - Yellowhead Trail East Widening (61 St to North Saskatchewan River)	36,330	21,735	36,330	36,330	Dec-21	Dec-21	Deliver	0%	0%	PY - 40% 2021 - 38% 2022 - 23%	Federal Bldg Canada Fund - 11,989 Tax-Supported Debt - 24,341
Comments (including funding implications if any)	Construction for Yellowhead Trail East Widening (from 61 Street to the North Saskatchewan River) began in late May 2020 and is expected to continue through to the end of Fall 2021. Construction of the westbound lanes of Yellowhead Trail and three dry ponds were the primary focus of work in 2020. Road construction resumed in late April 2021. Construction is currently underway to widening of eastbound Yellowhead Trail from 61 Street to the North Saskatchewan River. Final paving of mainline Yellowhead Trail is schedule for completion in mid-October. Other improvements at 50 Street and Victoria Trail, and street lighting will be completed by the end of 2021. Installation of the remaining overhead sign structures and landscaping is anticipated to be completed in spring 2022. Project information will continue to be shared primarily through newsletters, construction bulletins and the project website.										
21-20-9301 - Yellowhead Trail - 156 Street to St Albert Trail	177,634	37,232	177,634	177,634	Dec-23	Nov-23	Deliver	0%	0%	PY - 9% 2021 - 22% 2022 - 40% 2023 - 30%	Federal Bldg Canada Fund - 44,067 Provincial BCF - matching - 17,284 Tax-Supported Debt - 116,284
Comments (including funding implications if any)	Construction of the 156 Street to St. Albert Trail project began in June 2021 and will continue through to the end of 2023. Work is ongoing to relocate existing utilities on the north and south sides of the corridor. Construction of a traffic crossover under St. Albert Trail bridge was completed to divert eastbound traffic to the westbound side of Yellowhead Trail to accommodate the construction of drainage infrastructure and the new retaining walls under the St. Albert Trail interchange. The crossover is expected to remain in place until late fall 2021. The closure of the 142 Street intersection took place to allow for roadway construction earlier this summer, access will be restored to Yellowhead Trail eastbound from 142 Street before winter of this year. The construction at the 156 Street on-ramp to eastbound Yellowhead Trail is completed and reopened in mid-October. Project information will continue to be shared primarily through newsletters, bulletins and the project's website.										

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
21-20-9302 - Yellowhead Trail - Fort Road Widening	117,398	27,073	117,398	117,398	Dec-23	Nov-23	Deliver	0%	0%	PY - 10% 2021 - 32% 2022 - 40% 2023 - 18%	Federal Bldg Canada Fund - 35,501 Provincial BCF - matching - 10,279 Tax-Supported Debt - 71,618
Comments (including funding implications if any)	Construction for the Fort Road Widening project began in late May 2021 and will continue through to the end of 2023. Current construction efforts are focused on the completion of the new 125 Avenue Industrial Collector road between Fort Road and 61 Street at Yellowhead Trail. Construction on the CN bridge over Fort Road will begin in mid-October 2021, at which time the new 125 Avenue will serve as a detour route around the bridge construction. Bridge construction will continue into the summer of 2022. Construction and road widening on southbound and northbound Fort Road are anticipated to be completed in 2022 and 2023 respectively. Project information will continue to be shared primarily through newsletters, bulletins and the project website, edmonton.ca/YellowheadFortRoad.										
17-74-4103 - Jasper Avenue New Vision Phase 2	31,125	21,623	31,125	31,125	Dec-23	Jul-23	Deliver	0%	0%	PY - 46% 2021 - 40% 2022 - 11% 2023 - 2% 2024 - 0% 2025 - 0%	Debt CRL Downtown - 30,117 Debt CRL Quarters - 1,008
Comments (including funding implications if any)	Construction is ongoing on westbound lanes of Jasper Avenue (from 97 St to 100 St) and on 97 Street (from Jasper Ave to 102 Ave). Roadways to be in service in fall 2021, with landscaping completion in 2022. Thornton Court work to commence in 2022.										
Infrastructure Planning & Design											
18-66-6503 - 50 Street CPR Grade Separation	102,900	15,248	102,900	145,344	Dec-23	Dec-25	Develop	41%	>0%	PY - 8% 2021 - 20% 2022 - 24% 2023 - 18% 2024 - 15% 2025 - 12% 2026+ - 4%	Federal Grant - 39,800 Partnership Funding - 1,500 Pay-As-You-Go - 16,500 Provincial Grant - 28,300 Tax-Supported Debt - 16,800
Comments (including funding implications if any)	The detailed design is completed and 90% design drawings are submitted to City for review. The Early works construction is in progress. The construction of detour road is 75% completed and the installation of sewer and sanitary pipe is in progress. Discussions with utility companies are ongoing and as part of early works, utilities will be relocated prior to main contract construction commencement. Negotiations with CP are progressing and the agreement is currently being reviewed by CP. Land acquisitions are progressing. The increase will be brought up to the Council in the 2021 Fall SCBA.										
19-22-9006 - Terwillegar Drive Expressway Upgrades - Alternate Staging	220,131	11,896	220,131	220,131	Dec-27	Dec-24	Develop	0%	0%	PY - 2% 2021 - 10% 2022 - 20% 2023 - 22% 2024 - 30% 2025 - 15% 2026+ - 2%	Pay-As-You-Go - 931 Provincial Grant - 116,500 Tax-Supported Debt - 102,700
Comments (including funding implications if any)	Preliminary design is underway and is anticipated to be accelerated to align the delivery of the pedestrian/cyclist bridge with Stage 2 of the Terwillegar Drive program. The next round of engagement is planned for November 2021, where the public will have the opportunity to provide feedback on the preliminary bridge, active transportation and open space designs. The overall project is anticipated to be ahead of schedule, but forecasted to be over budget as the consultant fees from procurement were slightly higher than projected.										
21-50-9100 - 103A Avenue Pedway	26,500	0	26,500	26,500	Dec-25	Dec-25	Develop	0%	0%	2021 - 0% 2022 - 6% 2023 - 24% 2024 - 69% 2025 - 1%	Debt CRL Downtown - 26,500
Comments (including funding implications if any)	This project has not been initiated. This preliminary/ initial budget was developed for planning purposes only. The project team is in the process of validating project costs (design, construction and project management) and hiring a consultant (designer).										

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
LRT Expansion & Renewal											
11-66-1673 - Valley Line LRT	1,758,439	1,505,567	1,758,439	1,758,439	Dec-20	2021	Legacy	0%	>0%	PY - 81% 2021 - 10% 2022 - 8% 2023 - 1%	Climate Leadership Plan - Prov - 177,888 Developer Financing - 3,670 Federal Bldg Canada Fund - 150,000 Federal P3 Canada Grant - 250,000 Green-trip - 424,984 LRT Reserve - 7,932 Munc Sustain. Initiative - MSI - 20,915 Other - 0 Other Reserve - 0 Pay-As-You-Go - 34 Provincial BCF - matching - 0 Tax-Supported Debt - 723,015
Comments (including funding implications if any)	<p>Construction activities are ongoing along the entire corridor. Construction highlights include: Churchill Connector in Churchill Square; Tawatina Bridge Shared Use Path and trail connections in the river valley; Davies Station; Davies Transit Centre and Park'N'Ride; Stop finishing works along the entire corridor; and roadway and landscaping completion along the entire corridor. Testing and commissioning activities are ongoing including dynamic testing across the entire alignment.</p> <p>Significant project milestones were achieved including: - LRV testing on Connors Hill - completed dynamic testing of the Kahasiniskak Bridge - completed Public Art installation at Quarters Stop and Muttart Stop</p> <p>TransEd has achieved 95.4% progress (to end of September 2021) as measured by the Independent Certifier. TransEd did not achieve Service Commencement by the Target Service Commencement Date and there is an increased risk of not achieving key milestone dates as set out in the Project Agreement. TransEd reports that COVID-19 has impacted their workforce and supply chain.</p>										
16-66-7013 - Metro Line LRT (NAIT - Blatchford) Extension	351,116	77,008	351,116	351,116	Dec-25	Dec-24	Legacy	0%	0%	PY - 14% 2021 - 13% 2022 - 27% 2023 - 24% 2024 - 13% 2025 - 6% 2026+ - 2%	Climate Leadership Plan - Prov - 0 Federal - Investing in Canada Infrastructure Prgm (ICIP) - 127,200 Federal - Public Transit Infrastructure Fund - 10,868 Munc Sustain. Initiative - MSI - 5,619 Other Grants - Provincial - 5,743 Pay-As-You-Go - 1,651 Provincial ICIP - matching - 127,200 Tax-Supported Debt - 72,835
Comments (including funding implications if any)	<p>Utility work including the installation of duct banks, water and drainage infrastructure are ongoing along the Metro Line corridor in Blatchford. Grade beams and foundation work at the Stations and Utility Complexes are now complete. Installation of the concrete trackway is ongoing. .</p>										
16-66-7017 - Valley Line LRT: Downtown to Lewis Farms	2,607,735	182,971	2,607,735	2,607,735	Dec-27	Dec-27	Legacy	0%	0%	PY - 6% 2020 - 3% 2021 - 15% 2022 - 24% 2023 - 24% 2024 - 17% 2025+ - 12%	Climate Leadership Plan - Prov - 0 Developer Financing - 236 Federal - Investing in Canada Infrastructure Prgm (ICIP) - 948,560 Federal - Public Transit Infrastructure Fund - 13,801 Munc Sustain. Initiative - MSI - 7,012 Other Grants - Provincial - 6,901 Pay-As-You-Go - 2,186 Provincial ICIP - matching - 1,007,760 Tax-Supported Debt - 621,280
Comments (including funding implications if any)	<p>The Valley Line West LRT project continued with Marigold Infrastructure Partners progressing their design works in parallel with commencement of some of their permanent works this summer. The Lewis Farms site is one of the sites where permanent works have commenced, and members of the Indigenous Community have attended site as part of the Site Monitoring Program, and participated in a National Day of Truth and Reconciliation ceremony on 30th September at the site. The City project team advanced the early construction work, including the now operational temporary transit centre at West Edmonton Mall, and enabling works downtown and near Misericordia Hospital. Early work continued with final land acquisitions, utility relocations and building removals progressing well. The procurement of the Light Rail Vehicles continued, remaining on target to award at the end of the year. The project team continues to monitor the COVID 19 situation and will adjust schedules and work plans accordingly.</p>										

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
16-66-7018 - Capital Line South LRT: Century Park to Ellersie Road	1,040,039	14,366	1,040,039	1,040,039	Dec-27	Dec-27	Deliver	0%	0%	PY - 1% 2021 - 0% 2022 - 8% 2023 - 17% 2024 - 25% 2025 - 26% 2026+ - 22%	Federal - Investing in Canada Infrastructure Prgm (ICIP) - 391,967 Federal - Public Transit Infrastructure Fund - 6,656 Land Fund Retained Earnings - 678 Munc Sustain. Initiative - MSI - 3,700 Other Grants - Provincial - 3,328 Pay-As-You-Go - 3,018 Provincial ICIP - matching - 300,040 Tax-Supported Debt - 330,653
Comments (including funding implications if any)	Municipal and Provincial funding have been approved for the construction of this project. Full project approval is anticipated before the end of 2021 when the project goes to the Federal Treasury Board for review.										
19-10-1011 - Stadium LRT Station Upgrade	44,177	29,733	44,177	45,777	Dec-22	Dec-22	Develop	4%	0%	PY - 26% 2021 - 59% 2022 - 15%	Federal - Public Transit Infrastructure Fund - 879 Federal Gas Tax Fund - 11,880 Munc Sustain. Initiative - MSI - 273 Other Grants - Provincial - 584 Pay-As-You-Go - 2,221 Tax-Supported Debt - 28,340
Comments (including funding implications if any)	The station has continued to transform. The underground concourse is shut to the public, with step-free access provided and 3 of 4 crossings in operation, and platform works for the new shelters are progressing well. Demolition of the main western concourse building is also underway, however challenges with integrating new infrastructure with an aging structure have increased time and effort to complete the concourse mechanical, electrical and communications rooms. As part of the recovery process from the pandemic, a decision was made to maximize the potential for events at Commonwealth Stadium and daily service along this route. One of the impacts was that planned shutdowns were postponed, leading to substantial completion moving back 3 weeks from the anticipated date within the contract. There are increased costs as a result of maintaining site set up and personnel over a longer period than planned. Increased budget pressure further has resulted from Value Engineering activities that have not realized the anticipated savings; the Consultant has claimed additional fees which are under consideration and additional communications systems costs.										
Blatchford Redevelopment Project											
20-83-9001 - Downtown District Energy Initiative	28,229	131	28,229	28,229	Dec-22	Feb-23	Deliver	0%	8%	2021 - 11% 2022 - 82% 2023 - 7%	Financial Stabilization Resrv. - 329 Pay-As-You-Go - 14,129 Self-Liquidating Debentures - 13,771
Comments (including funding implications if any)	Project continues with a slight delay by the external contractor which will impact overall project schedule. Detail engineering, regulatory process and public consultation process continues.										
14-02-2106 - Blatchford Redevelopment Implementation	631,925	173,117	631,925	631,925	Dec-38	Dec-38	Legacy	0%	0%	PY - 26% 2021 - 3% 2022 - 5% 2023 - 4% 2024 - 2% 2025 - 2% 2026+ - 57%	Blatchford Lands Retained Earnings - 551,383 Tax-Supported Debt - 80,542
Comments (including funding implications if any)	Houses continue to be completed and occupied. Final components of Stage 1 infrastructure are being completed. Stage 2 underground, surface were completed in 2021 and power is currently being installed. Landscaping will happen in 2022 with housing construction scheduled to begin early in 2022.										

Integrated Infrastructure Services - Composite Profiles

For the period ending September 30, 2021

(\$000's)

Capital Profile	Approved Budget	Adjusted Original Budget	Total Projection	Budget Status - % within acceptable tolerance	Schedule Status - % within acceptable tolerance	% of active budget	Expected Completion (PY - Prior Year)	Approved Funding
Building Great Neighbourhoods and Open Spaces								
CM-21-5800 - Great Neighbourhoods Initiative	53,106	53,106	53,106	100%	100%	2%	PY - 65% 2021 - 6% 2022 - 1% 2023 - 25% 2024 - 3%	Pay-As-You-Go - 447 Tax-Supported Debt - 52,659
Comments (including funding implications if any)	<p>The Great Neighbourhoods Capital Program invests in Neighbourhood Revitalization, Building Great Neighbourhoods, and Business Development. From 2015-2018, the Great Neighbourhoods Initiative is investing in 4 Revitalization areas through streetscape projects in McCauley, Central McDougall/Queen Mary Park, 118 Ave, Jasper Place (Stony Plain Road), and partial funding for MacEwan West Campus (\$15M) as part of the Jasper Place area revitalization. Profile 15-21-7777 includes \$16M to fund the remainder of the building's purchase. 38 neighbourhoods have been identified for the work of Building Great Neighbourhoods from 2015-2022, coordinated with Drainage Renewal and Neighbourhood Renewal Projects. The work identified reflects the uniqueness of each neighbourhood and includes priorities identified by the community. Enhancements may include connections made to neighbourhood amenities and/or business areas, upgraded pathways, trees, benches, and improving business areas.</p> <p>This composite program supports the Planning, Design and Delivery of Revitalization projects. Budget is in alignment with forecast cash flows.</p>							
CM-25-0000 - Transportation: Neighbourhoods - Renewal	90,843	90,843	173,928	100%	93%	45%	PY - 43% 2021 - 25% 2022 - 32%	Developer Financing - 42 Local Improvements Prop. Share - 19,977 Municipal Stimulus Program - 10,000 Neighborhood Renewal Reserve - 57,185 Pay-As-You-Go - 3,639
Comments (including funding implications if any)	<p>The Neighbourhood Renewal Program and Alley Renewal Program outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of alleys, roads, sidewalks, and streetlights in existing (including industrial) neighbourhoods.</p> <p>The Fall 2021 SCBA will make adjustments to CM-25-0000 that will reduce the current projected variance: 1) Approximately \$46M in funding will be added that was incorrectly removed out of the profile in a previous SCBA, increasing the overall budget available in 21/22 which is required to support planned expenditures in those years. 2) About \$27M will be returned from additional adjustments in the Fall 2021 SCBA from various stand alone profiles and legacy projects. 3) Additional releases totaling \$10M anticipated in the Spring 2022 SCBA. Currently the profile is purposely over-programmed, and it is anticipated further releases, deferral of work tentatively planned in 2022, and delays in realized project expenditure will contribute to the profile actuals within the approved budget by the end of 2022.</p>							

Capital Profile		Approved Budget	Adjusted Original Budget	Total Projection	Budget Status - % within acceptable tolerance	Schedule Status - % within acceptable tolerance	% of active budget	Expected Completion (PY - Prior Year)	Approved Funding
Infrastructure Delivery									
CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery		417,894	417,894	417,894	100%	100%	0%	PY - 4% 2021 - 0% 2022 - 1% 2023 - 3% 2024 - 35% 2025 - 37% 2026+ - 20%	Federal Bldg Canada Fund - 142,263 Provincial BCF - matching - 214,021 Tax-Supported Debt - 61,610
Comments (including funding implications if any)		This composite program supports detailed design and construction work on the Yellowhead Trail Freeway Conversion Program. Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr. This composite program supports detailed design and construction work on the Yellowhead Trail Freeway Conversion Program. Budget is in alignment with forecast cash flows.							
CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development		242,427	242,427	242,427	100%	100%	82%	PY - 8% 2021 - 14% 2022 - 22% 2023 - 27% 2024 - 15% 2025 - 11% 2026+ - 2%	Federal Bldg Canada Fund - 5,390 Pay-As-You-Go - 8,298 Tax-Supported Debt - 228,740
Comments (including funding implications if any)		This composite program supports concept planning and preliminary design work on the Yellowhead Trail Freeway Conversion Program. Identified in the City's proposed 2019- 2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key intercity, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr. This composite program supports concept planning and preliminary design work on the Yellowhead Trail Freeway Conversion Program. Budget is in alignment with forecast cash flows.							

Capital Profile	Approved Budget	Adjusted Original Budget	Total Projection	Budget Status - % within acceptable tolerance	Schedule Status - % within acceptable tolerance	% of active budget	Expected Completion (PY - Prior Year)	Approved Funding
Infrastructure Planning & Design								
CM-12-0000 - Facility: Service Delivery - Renewal	100,305	100,305	130,556	81%	44%	23%	PY - 9% 2021 - 23% 2022 - 64% 2023 - 4%	Federal Gas Tax Fund - 29,119 MSI Replacement - 0 Munc Sustain. Initiative - MSI - 61,269 Partnership Funding - 92 Pay-As-You-Go - 9,793 Telus Field Capital Reserve - 33
Comments (including funding implications if any)	<p>To continue to maintain City owned facilities in a safe and functional condition, and to ensure that a high level of service is provided to the citizens of Edmonton. Where applicable, opportunities to improve the energy efficiency and reduce the GHG emissions will be incorporated into rehabilitation projects.</p> <p>This profile provides funding for the rehabilitation work associated with the service delivery facilities within the city which may include, but not limited to, Recreational and Leisure Centers, Public attractions, and other Service Delivery facilities. The scope of work will include upgrades to and replacement of major components within the mechanical, electrical and structural services which includes structural deficiencies and roofing systems. The facilities are ranked based on criteria developed by Lifecycle Management using the Building Condition Assessment reports and the Building Maintenance Decision Support System.</p> <p>In addition, this profile is to reduce energy consumption and GreenHouse Gas (GHG) emissions to contribute to the City's goal to reduce the its GHG emissions by 50% by 2030</p> <p>The Facility Renewal Program relies on three profiles for funding: CM-11-0000, CM-12-0000, and CM-13-0000. The Fall 2021 SCBA will make adjustments to those profiles' budgets to accommodate both the creation of stand-alone profiles for a number of projects that have reached the delivery phase as well as a rebalancing of the profiles through transfers to better reflect the projected spending in each respective profile. Funds will be transferred from CM-13-0000 to CM-11-0000 and CM-12-0000 to reduce the negative variance in those profiles. Currently the program is purposely over-programmed. The current program variance will be managed through further releases of project budgets as they progress through the PDDM, deferral of work tentatively planned in 2022, and delays in realized project expenditure will contribute to the profile actuals within the approved budget by the end of 2022.</p>							

Capital Profile	Approved Budget	Adjusted Original Budget	Total Projection	Budget Status - % within acceptable tolerance	Schedule Status - % within acceptable tolerance	% of active budget	Expected Completion (PY - Prior Year)	Approved Funding
CM-13-0000 - Facility: Service Support - Renewal	43,564	43,564	20,365	100%	29%	10%	PY - 29% 2021 - 38% 2022 - 33%	MSI Replacement - 0 Munc Sustain. Initiative - MSI - 40,529 Partnership Funding - 1,000 Pay-As-You-Go - 2,035
Comments (including funding implications if any)	<p>To continue to maintain City owned facilities in a safe and functional condition, and to ensure that a high level of service is provided to the citizens of Edmonton. Where applicable, opportunities to improve the energy efficiency and reduce the GHG emissions will be incorporated into rehabilitation projects.</p> <p>This profile provides funding for the rehabilitation work associated with the service support facilities within the city which may include, but not limited to, Fleet garages, office buildings, armouries, and other support admin and park facilities. The scope of work will include upgrades to, and replacement of major components within the mechanical, electrical and structural systems which includes structural deficiencies and roofing systems. The facilities are ranked based on criteria developed by Lifecycle Management using the Building Condition Assessment reports and the Building Maintenance Decision Support System.</p> <p>In addition, this profile is to reduce energy consumption and GreenHouse Gas (GHG) emissions to contributes to the City's goal to reduce the its GHG emissions by 50% by 2030</p> <p>The Facility Renewal Program relies on three profiles for funding: CM-11-0000, CM-12-0000, and CM-13-0000. The Fall 2021 SCBA will make adjustments to those profiles' budgets to accommodate both the creation of stand-alone profiles for a number of projects that have reached the delivery phase as well as a rebalancing of the profiles through transfers to better reflect the projected spending in each respective profile. Funds will be transferred from CM-13-0000 to CM-11-0000 and CM-12-0000 to reduce the negative variance in those profiles. Currently the program is purposely over-programmed. The current program variance will be managed through further releases of project budgets as they progress through the PDDM, deferral of work tentatively planned in 2022, and delays in realized project expenditure will contribute to the profile actuals within the approved budget by the end of 2022.</p>							

Capital Profile	Approved Budget	Adjusted Original Budget	Total Projection	Budget Status - % within acceptable tolerance	Schedule Status - % within acceptable tolerance	% of active budget	Expected Completion (PY - Prior Year)	Approved Funding
CM-21-0000 - Transportation: Public Transit - Renewal	24,090	24,090	17,587	88%	88%	55%	PY - -10% 2021 - 24% 2022 - 86% 2023 - 0%	MSI Replacement - 0 Munc Sustain. Initiative - MSI - 22,425 Pay-As-You-Go - 1,665
Comments (including funding implications if any)	<p>This profile provides for the renewal of the existing public transit systems, equipment and associated infrastructure, incorporating new technology, design codes and City standards as required. This profile includes renewal and minor upgrades of LRT facilities, structures, ancillary equipment, LRT tunnels, bridges and track & right-of-way elements, crossings and turnouts, transit centres, busways and bus stops, system wide wayfinding and barrier free access renewals.</p> <p>Critical projects include addressing safety, security and accessibility issues, track tie and fixation replacement, Backup power and generator systems replacements, elevator and escalator renewals and tunnel/station life safety systems replacements.</p> <p>High priority projects include LRT track turnout replacements, replacement of bus stop pads at end of life, renewal of bus transit centre components, park & ride lot and busway renewal, replacement of mechanical, electrical and building systems equipment in the LRT and bus stations, leakage control, bus stop pad renewal, substations structures, washrooms, sprinkler systems and wayfinding renewals to meet the corporate standard. This profile is one of seven profiles dealing with the renewal of transit infrastructure.</p> <p>Totalled together, they present a complete package of funding for investment in transit within Edmonton.</p> <p>It is expected that the variance will be negligible by the end of 2022. There are many projects that need, and can use available funding. IIS and ETS are working towards determining which ones need to be prioritized for the funding available in this profile.</p>							
CM-22-0000 - Transportation: Goods Movement - Arterial Renewal	94,625	94,625	111,027	100%	100%	12%	PY - 52% 2021 - 29% 2022 - 19%	MSI Replacement - 0 Munc Sustain. Initiative - MSI - 76,096 Municipal Stimulus Program - 10,782 Pay-As-You-Go - 7,747
Comments (including funding implications if any)	<p>The Goods Movement Arterial Renewal Program outlines a cost-effective, long-term strategic approach to address Edmonton's major road infrastructure needs via the renewal and rebuilding of roads, sidewalks, and streetlights.</p> <p>Projections for project cash flows in 2022 will be refined in Q4. The expectation is that the current estimates for work in 2022 will go down, thus reducing the projected variance. It is anticipated that this exercise, potential releases in 2021 projects, and adjustments to scope and budget of existing projects planned in 2022 will manage the variance and see profile expenditure match the available budget by the end of 2022.</p>							

Capital Profile		Approved Budget	Adjusted Original Budget	Total Projection	Budget Status - % within acceptable tolerance	Schedule Status - % within acceptable tolerance	% of active budget	Expected Completion (PY - Prior Year)	Approved Funding
CM-24-0000 - Transportation: Bridges & Auxiliary Structures - Renewal		40,980	40,980	63,602	89%	89%	43%	PY - 14% 2021 - 41% 2022 - 29% 2023 - 15%	Federal Gas Tax Fund - 11,200 Local Improvements Prop. Share - -4,700 MSI Replacement - 0 Munc Sustain. Initiative - MSI - 31,786 Pay-As-You-Go - 2,695
Comments (including funding implications if any)		<p>The physical condition of an asset is an assessment made at a specific moment in time. Over the past 10 years, the physical condition of the city -wide assets in good and very good condition has seen an upward trend. Much of this can be attributed to the addition of new assets (growth), which would naturally raise the overall average physical condition. It's for this reason that a better measure of the effectiveness of the City's renewal programs is the percentage of assets in poor and very poor condition. This has ranged from 16 percent in 2007 to 12 per cent in 2016. This equates to more than one in every ten assets being in poor or very poor condition. While the trend over the past 10 years indicates a gradual improvement in the condition of the assets, there are problem areas requiring continuing attention.</p> <p>The Bridge and Auxiliary Structure Renewal composite program outlines a cost effective long term and strategic approach to address Edmonton's Infrastructure needs and the renewal of bridges, culverts, retaining walls, sound walls and traffic barriers.</p> <p>Variance expected to be reduced:</p> <ol style="list-style-type: none"> 1) Estimate of \$3.585M returning from active bridge standalones. 2) Estimate of \$1M returning from EPCOR and Pembina Pipeline 3) Variance will be further reduced if the \$9.8M in 2023 is approved to be funded from the next budget cycle's Bridge renewal funds as proposed in the Fall 2021 SCBA. 4) Further expected returns from bridge stand alone profile will occur and further reduce the variance 							
CM-32-0000 - Open Space: Parks - Renewal		30,188	30,188	23,947	90%	80%	45%	PY - 19% 2021 - 61% 2022 - 20%	MSI Replacement - 0 Munc Sustain. Initiative - MSI - 21,633 Municipal Stimulus Program - 4,000 Partnership Funding - 8 Pay-As-You-Go - 4,547
Comments (including funding implications if any)		<p>The Parks Renewal Composite provides funding to support the renewal requirements of city park assets on table lands outside the River Valley including but not limited to underground utilities, play space structures (renewal of play equipment, spray parks and skateboard parks to addresses code changes, unsafe equipment and worn out play features), site amenities (eg. tables, seating and signage), sport fields and fixtures (to refurbish worn out and heavily used neighbourhood and district sports fields), running tracks, artificial turf fields and fixtures, and access systems (trails, staircases, roads and parking lots) on neighbourhood and district parks. The projects undertaken within the program extend the life of existing capital assets, reduce longer term repair costs, and correct potential or impending safety concerns within the parks system. Renewal projects for parks, park amenities, parkland utilities and park access features are eligible for funding. Projects are generally required in order to improve condition; meet user requirements; reduce/prevent injuries, maintenance costs and closures.</p> <p>Budget adjustments in the upcoming Fall 2021 SCBA will, if approved, change the approved budget, and the resulting variance will change. With the planned adjustments, it is predicted that the variance in this profile will be (\$0.5) if all related adjustments in the Fall SCBA are approved. This variance will be managed through releases in ongoing projects, updated cost estimates and scheduling as projects proceed to delivery in 2022.</p>							

Capital Profile	Approved Budget	Adjusted Original Budget	Total Projection	Budget Status - % within acceptable tolerance	Schedule Status - % within acceptable tolerance	% of active budget	Expected Completion (PY - Prior Year)	Approved Funding
CM-34-0000 - Open Space: Environmental - Renewal	30,228	30,228	29,619	86%	43%	20%	PY - 21% 2021 - 34% 2022 - 37% 2023 - 8%	Developer Financing - 6,053 MSI Replacement - 0 Munc Sustain. Initiative - MSI - 22,351 Pay-As-You-Go - 1,825
Comments (including funding implications if any)	The Environmental Renewal Composite provides funding to support the Geotechnical Landslide and Erosion Repair and Protection Projects, as well as Contaminated Site Remediation and Exposure Control. This composite profile supports landslide and erosion repair projects as well as contaminated sites remediation and exposure control. A number of geohazard sites exist and several new sites have arisen in 2020 due to climatic conditions. Funding from this composite should be reserved to remediate current and emerging (e.g. unplanned for) landslide and erosion hazards and to achieve EPEA regulatory compliance with respect to contaminated sites. Funding is expected to be fully committed by the end of 2022 with carryover expenditures into 2023.							

Financial & Corporate Services

For the period ending September 30, 2021

(\$000's)

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
Open City & Technology										
19-51-1904 - Next Generation 9-1-1 (NG911) IP Call Handling	4,293	1,092	4,293	4,293	Dec-22	Dec-22	0%	0%	PY - 17% 2021 - 71% 2022 - 12%	Pay-As-You-Go - 4,293
Comments (including funding implications if any)	The EPS team is targeting to have the architecture and schedule finalized with the external vendor Solacom by the end of October. This will allow the project team to proceed with testing, training and the implementation of the IP Call Handling solution in Q1 2022. The City Project team is working with Chermik to complete the redundant fibre connection to Fire Station 29, which is targeted to be complete by the end of 2021.									
19-18-1903 - Recreation and Attractions Management (RAMS) Program	4,002	2,510	4,002	4,002	Dec-22	Dec-22	0%	0%	PY - 53% 2021 - 22% 2022 - 25%	Pay-As-You-Go - 4,002
Comments (including funding implications if any)	<p>The Recreation and Attractions Management System (RAMS) Program is progressing according to the revised plan and is forecasted to be on budget within the 4-year capital cycle. The 2019-2020 RAMS enhancements were completed successfully in May 2020.</p> <p>The 2021-2022 RAMS Enhancements are in progress. It directly supports the customer experience, revenue realization, automation and process improvement for the City, in addition to mitigating risk exposure.</p> <p>Highlights of 2021 Q3 accomplishments within this profile include:</p> <ul style="list-style-type: none"> - Payment and reporting enhancements. - A variety of enhancements related to golf functionality and RAMS mobile access. - Preliminary planning/design of the online application portal for the Leisure Access Program and Ride Transit Program. 									
19-18-1901 - Information Security and Disaster Recovery Enhancements	9,547	5,357	9,547	9,547	Dec-22	Dec-22	0%	0%	PY - 55% 2021 - 22% 2022 - 23%	Pay-As-You-Go - 9,547
Comments (including funding implications if any)	Projects within this standalone profile are progressing as planned and are forecasted to be on budget within the 4-year capital cycle. Significant effort has been applied to mitigate cyber security and disaster recovery risks, including but not limited to Identity and Access Management, web application firewall, web application vulnerability assessment and strong authentication. The detection and response project closed in Q3 2021.									

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
CM-18-1517 - Technology Planning - Growth	487	246	487	487	Dec-22	Dec-22	0%	0%	PY - 51% 2022 - 49%	Pay-As-You-Go - 487
Comments (including funding implications if any)	Projects within this composite profile are progressing as planned and are forecasted to be on budget within the 4-year capital cycle. As a part of the 2020 year-end adjustments, a portion of this capital profile was transferred to the operating budget because the selected solution for "edmonton.ca /CMS" is a Software as a Service (SaaS) solution. SaaS costs cannot be capitalized for accounting purposes as it is not considered a Tangible Capital Asset.									
CM-18-1515 - Technology Infrastructure - Renewal	23,397	16,886	23,397	23,397	Dec-22	Dec-22	0%	0%	PY - 60% 2021 - 25% 2022 - 16%	Pay-As-You-Go - 23,397
Comments (including funding implications if any)	Projects within this composite profile are progressing as planned and are forecasted to be on budget within the 4-year capital cycle. Highlights of 2021 Q3 accomplishments within this profile include: -Completion of ActiveBatch Implementation, an enterprise system automation tool that allows for improved workload scheduling, resulting in improved system automation and integration while reducing ongoing support costs and risk -Completion of network fibre implementation from the Edmonton Downtown Data Centre (EDC#1) to City Hall									
CM-18-1514 - Technology Implementation - Growth	3,686	2,224	3,686	3,686	Dec-22	Dec-22	0%	0%	PY - 51% 2021 - 28% 2022 - 21%	Pay-As-You-Go - 3,686
Comments (including funding implications if any)	Projects within this composite profile are progressing as planned and are forecasted to be on budget within the 4-year capital cycle. Highlights of 2021 Q3 accomplishments within this profile include: -Progressing on schedule and budget for the POSSE Inspector Mobility and CMS (edmonton.ca replacement) projects. As a part of the 2020 year-end adjustments, a portion of this capital profile was transferred to the operating budget because the selected solution for CMS is a Software as a Service (SaaS) solution. SaaS costs cannot be capitalized for accounting purposes as it is not considered a Tangible Capital Asset.									

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
CM-18-1510 - Technology Applications - Renewal	11,743	4,533	11,743	11,743	Dec-22	Dec-22	0%	0%	PY - 24% 2021 - 42% 2022 - 34%	Pay-As-You-Go - 11,743
Comments (including funding implications if any)	<p>This composite profile's current under-expenditure is expected to be offset by the planned work to sustain existing applications and is expected to be on budget within the 4-year capital cycle.</p> <p>Balancing current projects, procurement, and technical options, we have had to shift some work to the 2022 calendar year. This includes:</p> <ul style="list-style-type: none"> - most of the DATS upgrade project; this will include the initial task of converting Oracle to SQL server - the OminRIM replacement project - major upgrade project to PowerBuilder applications including Landscape and Samplings systems. <p>Technical upgrades and solutions that are in progress, or recently closed, include:</p> <ul style="list-style-type: none"> - continued efforts to migrate MS Access systems to a more sustainable solution - Aperta and CCURE upgrades are completed and in the process of closing - iPro will be closing shortly, after completing final invoicing - OCT is assisting with Fire Rescue RFI that will help determine RFP work for 2022 - DATS mobile terminal project has closed, making way for the backend upgrade to proceed - RAMS recent upgrade made great strides in improving performance within the database, greatly improving the golf module (it should be noted this was accomplished at little cost to OCT) 									
Real Estate										
19-16-5055 - Heritage Valley Land Development	22,300	128	22,300	22,300	Dec-25	Dec-25	0%	0%	PY - 0% 2021 - 3% 2022 - 49% 2023 - 36% 2024 - 6% 2025 - 6%	Land Fund Retained Earnings - 22,300
Comments (including funding implications if any)	<p>Initial budgeted spend for this profile was \$8.8M for planning and design. During the 2020 Spring SCBA an additional \$13.5M was added to the profile to account for further design, construction and warranty work. The projections have been revised for work to-date and to be completed in Q4 2021</p>									
CM-16-2020 - Residential/Mixed-Use Land Development (Abeyance)	63,092	14,737	63,092	17,465	Dec-22	Dec-22	0%	0%	PY - 83% 2022 - 17%	Land Fund Retained Earnings - 63,092
Comments (including funding implications if any)	<p>This profile is intended for residential/mixed-use lot development. In May of 2021 Council voted to pass a motion directing Real Estate to begin disposing of the remaining land assets related to this profile. Going forward only minimal capital spending will occur as a result of Council's motion. Council previously approved \$11.1 million of this profile to complete construction on the Laurel 10 and Laurel 22 land development projects over the next four years, as well as \$2M to complete plan amendment work for the three remaining residential projects. That work is ongoing.</p>									

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
CM-16-2015 - Industrial-Commercial-Investment Land Acquisition	14,548	3,293	14,548	14,549	Dec-22	Dec-22	0%	0%	PY - 22% 2021 - 8% 2022 - 70%	Land Fund Retained Earnings - 14,548
Comments (including funding implications if any)	This profile relates to purchase of land for future development and is subject to market conditions and development requirements. There was a limited need to acquire ICI land this year.									
CM-16-2010 - Industrial-Commercial-Investment Land Development	42,698	22,514	42,698	42,698	Dec-22	Dec-22	0%	0%	PY - 51% 2021 - 12% 2022 - 37%	Land Fund Retained Earnings - 42,698
Comments (including funding implications if any)	This profile is intended for Industrial Commercial Investment lot development. Council had approved a total of \$22.53 million of this profile for Industrial Commercial Land Development projects with the remainder of the profile released from abeyance the report to Council in Q1 2020. Development timing and staging of lot development is influenced by market conditions and absorption of existing inventory.									
Financial Services										
19-18-1904 - Enterprise Systems Transformation Program	63,500	35,521	63,500	63,500	Dec-22	Dec-22	0%	0%	PY - 27% 2021 - 46% 2022 - 27%	Pay-As-You-Go - 63,500
Comments (including funding implications if any)	2021 overspend due to system development/functionality completed ahead of schedule. Funding is available in 2022 to cover the shortfall in 2021. Overall, this project is on budget.									

City Operations

For the period ending September 30, 2021
(\$000's)

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
Parks & Roads Services										
14-66-2570 - Parking Control Technology	11,794	9,774	11,794	10,285	Dec-15	Dec-22	0%	489%	PY - 91% 2021 - 6% 2022 - 3%	Other - 11,794
Comments (including funding implications if any)	<p>This project is comprised of the following phases: Phase 1 - Implementation of E-park pay machines (Completed 2016); Phase 2 - Licence plate recognition technology for automated parking enforcement (Construction completed in 2019. Awaiting approval to begin service); Phase 3 - Automated parking enforcement system in operation (Currently in development) ; Phase 4 - Electronic Parking Availability signage/counter for City Hall Parkade (Spent 2020/2021); Phase 5 - Electronic parking permissions for monthly parking, residential permit parking, and commercial parking permits (Spend 2021/2022).</p> <p>This profile is funded by the Interim Financing Reserve which requires full repayment from the Parking Services program. Profile favourable variance due to reduction in future capital spend to manage the repayment burden on the program. Future capital spend will be based on each project's utility and repayment ability.</p> <p>Remaining spending is anticipated for: - Vehicle License Plate Recognition (VLPR) Commissionaires (2021) - VLPR Fleet (2022) - Electronic Permissions to Park/RPP/Monthly Parking and Permits (2021/2022)</p>									
CM-66-2566 - LED Streetlight Conversion	20,000	2,328	20,000	20,000	Dec-22	Dec-24	0%	48%	PY - 4% 2021 - 12% 2022 - 32% 2023 - 30% 2024 - 22%	Tax-Supported Debt - 20,000
Comments (including funding implications if any)	Project management resource was vacant (Feb 2020-April 2021) and filled mid May 2021; project / design was able to commence and continue. Locations that require coordination with EPCOR D&T on shared assets are delayed due to their crew availability. Material shortage and delivery delays continue due to the pandemic; however, the project is progressing.									
Edmonton Transit										
13-66-1294 - Transit Smart Fare System (Smart Card)	53,536	30,161	53,536	53,536	Dec-20	Dec-22	0%	26%	PY - 51% 2021 - 17% 2022 - 32%	Alberta Community Partnership - ACP - 5,519 Green-trip - 28,030 Munc Sustain. Initiative - MSI - 11,453 Partnership Funding - 5,991 Pay-As-You-Go - 2,544
Comments (including funding implications if any)	UPASS product category launched August 25th, 2021. Anticipated launch of remaining fare products will transition in a phased approach throughout the remainder of 2021 and 2022.									

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
CM-66-3600 - Bus Fleet & Equipment Rehab & Replacement	226,095	182,709	226,095	223,910	Dec-22	Dec-22	0%	0%	PY - 78% 2021 - 4% 2022 - 18%	Federal Gas Tax Fund - 43,382 Munc Sustain. Initiative - MSI - 143,192 Pay-As-You-Go - 39,521
Comments (including funding implications if any)	Delivery of 2020 DATS bus order is complete. 2021 DATS bus order was delayed. 2021 and 2022 DATS orders will be placed together in Q4, 2021. 2022 40' bus order will be placed in Q4, 2021. Underspend in 2021 due to deferral of midlife bus refurbishment into 2022. \$2.1M surplus in this profile is required to fund PTIF program deficits.									
21-61-3621 - Electric Buses - ZEB Program	27,000	0	27,000	27,000	Dec-22	Dec-22	0%	0%	2022 - 100%	Federal Gas Tax Fund - 10,917 Pay-As-You-Go - 1,643 Tax-Supported Debt - 14,440
Comments (including funding implications if any)	Financial agreement and formal purchase order issued to vendor in August, 2021. Anticipated arrival of 20 units from April through July, 2022.									
Fleet & Facility Services										
CM-25-1001 - Vehicle and Equipment Replacement	177,848	134,623	177,848	169,139	Dec-22	Dec-22	0%	0%	PY - 72% 2021 - 12% 2022 - 17%	Fleet Services Replacement Rsv - 177,691 Pay-As-You-Go - 157
Comments (including funding implications if any)	Actual expenditures in Q1 and Q2 include carry over projects from 2020. The majority of replacement project approvals have now been obtained and most costs will occur in Q4 or carried forward to next year. Manufacturing delays, supply chain issues related to semi-conductor components and to a lesser extent limited number of contracts have resulted in delays. In addition, process changes resulted in delay of approvals. Work is being completed for Reimagine looking at savings through extending the useful life of vehicle/equipment. Note that any unspent dollars at the end of the budget cycle will be released back into the Fleet Services Replacement Reserve.									

Urban Planning and Economy

For the period ending September 30, 2021

(\$000's)

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
Capital City Downtown CRL										
15-74-4104 - Warehouse Campus Neighbourhood Central Park Land Acquisition	36,047	36,606	36,047	36,670	Dec-22	Dec-22	2%	0%	PY - 90% 2021 - 10%	Debt CRL Downtown - 36,047
Comments (including funding implications if any)	Additional opportunities to acquire land have emerged, extending the completion date beyond the original estimate. Council approved additional funding at the May 2020 SCBA. The City closed on a parcel of land in late Q3, exceeding the budget by a small amount. A Fall SCBA submission has been submitted to align with actual expenses. Future changes to this profile are likely: Legal expenses associated with expropriation expected to continue while land compensation proceedings progress. Additionally, one lot that was acquired in 2020 will be listed for sale, with the proceeds being returned to this profile. The budget will be adjusted accordingly as the project progresses.									
CM-74-4100 - Downtown CRL	98,249	16	98,249	98,250	Dec-26	Dec-26	0%	0%	PY - 0% 2021 - 1% 2022 - 7% 2023 - 5% 2024 - 43% 2025 - 31%	Debt CRL Downtown - 79,768 Downtown CRL Reserve - 18,481
Comments (including funding implications if any)	Composite profile for Downtown CRL projects in the 2019-22 Cycle: Warehouse Campus Neighbourhood Central Park, Jasper Avenue New Vision, Projects in the Civic Precinct (Centennial Plaza), and Green and Walkable. Council approved in June 2021 an additional \$26.5M CRL debt for 105 Ave to be completed by end of 2022, along with \$17.8M of CRL Reserve funding to be transferred to Operating to pay for Station Lands Amenities in areas 1 and 2. 2021 Fall SCBA proposes transferring \$600k to Capital Profile 15-74-4104 (Warehouse Campus Neighbourhood Central Park Land Acquisition) and \$2.7M to a new profile 21-50-9101 (103 Avenue Streetscape)									
Planning & Environment Services										
CM-16-1232 - Dry Pond Land Acquisition	26,000	4,496	26,000	26,000	Dec-22	Dec-23	0%	23%	PY - 17% 2021 - 0% 2022 - 52% 2023 - 31%	EPCOR Contribution - 26,000
Comments (including funding implications if any)	This profile supports land acquisitions in alignment with Epcor's flood mitigation program. The City is planning to begin the land acquisition process for the Kenilworth Dry pond. The Kenilworth site is reserve land which will impact the anticipated acquisition costs. Acquisition of the Kenilworth site should be complete by Q1 2022. Future acquisitions will be determined by Epcor in accordance with their Stormwater Integrated Resource Plan.									

Boards & Commissions

For the period ending September 30, 2021
(\$000's)

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
Police Service										
CM-60-1765 - Vehicle Replacements	55,942	41,531	55,942	55,942	Dec-22	Dec-22	0%	0%	PY - 71% 2021 - 10% 2022 - 19%	Munc Sustain. Initiative - MSI - 4,946 Pay-As-You-Go - 2,800 PAYG Capital Reserve - Police - 48,196
Comments (including funding implications if any)	This profile is for the planned replacement of the police fleet of marked, unmarked and specialty vehicles including the costs related to outfitting the vehicles with police specific equipment such as mobile data workstations, radios and light bars. Delivery of vehicles has been delayed due to COVID related manufacturing plant shut downs and supply chain issues.									

Citizen Services

For the period ending September 30, 2021
(\$000's)

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
Social Development										
19-90-4100 - Affordable Housing Land Acquisition & Site Development	24,859	7,611	24,859	24,859	Dec-26	Dec-26	0%	0%	PY - 22% 2021 - 26% 2022 - 42% 2023 - 7% 2024 - 1% 2025 - 1% 2026+ - 1%	Pay-As-You-Go - 24,785 Rapid Housing Initiative (Federal) - 74
Comments (including funding implications if any)	<p>IIS00148 Supportive Housing - Report to request PAYG, MSP and RHI funds be transferred from 19-90-4100 to 5 separate capital profiles managed by IIS for Terrace Heights, McArthur Industrial, Inglewood, King Edward Park and Westmount was approved during the 2021 Spring Supplemental Capital Budget Adjustment. Construction on these projects is well underway with completions targeting year-end 2021, or Q1 2022.</p> <p>Affordable Housing and Homelessness are continuing Permanent Supportive Housing (PSH) site acquisition and development work. Currently, the Queen Alexandra and Garneau PSH sites are part of a land offering process with grant funding allocations to cover servicing costs. Two additional sites were recently acquired in the Holyrood and Canora neighbourhoods for a combined cost of \$4.2M. Planning work will commence in 2022, to prepare these sites for future development. This will include demolition of existing structures at the Holyrood site (~\$200K) and servicing cost analysis studies for both sites, costing approximately \$30K each.</p> <p>There is continued work to prepare development of surplus schools sites with marketing and servicing studies underway to inform the sequencing of sites for development. Site development work on Ogilvie Ridge surplus school site will continue with planned completion by the end of 2022 - with projected costs of \$1.3M. These costs include fees for site servicing, rezoning, noise impact assessments, geo-technical studies, environmental site assessments, as well as public engagement. The site is currently listed for sale as a mixed-market affordable housing opportunity with submission deadline of January 21, 2022.</p> <p>Servicing upgrades work of \$1M for a City-owned site in Evansdale will be completed in Q4 2021 to enable the lease of that land to Homes for Heroes, a non-profit organization that provides supportive housing for Canadian military veterans by developing a tiny homes village at that location.</p> <p>In addition, this profile funds one dedicated Communications FTE and one dedicated Public Engagement FTE with projected 2021 position costs of \$234K.</p>									

Utilities

For the period ending September 30, 2021
(\$000's)

Capital Profile	Approved Budget	Profile To-Date Actuals	Adjusted Original Budget	Total Projection	Budgeted End Date	Est/Act Completion Date	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
Waste Management Services										
20-81-2041 - Source Separated Organics Program	51,494	29,521	51,494	41,349	Dec-22	Dec-22	0%	0%	PY - 15% 2021 - 81% 2022 - 4%	Self-Liquidating Debentures - 51,494
Comments (including funding implications if any)	<p>Public-facing project rollout has been moved from 2020 to 2021 due to COVID. Expenses for some non-public facing components were incurred in 2020. Some capital funding was allocated to operating related to project costs that cannot be capitalized for accounting purposes, such as contracted cart maintenance costs, cart staging area rental, etc.</p> <p>The capital-to-operating budget reallocation effects 2020-2022 project budget and will be reflected in the SCBA and SOBA accompanying the 2022 Utility Rate Filing. Profile savings are expected to be realized as the cart rollout program was successfully completed ahead of schedule and under budget than originally anticipated.</p>									
CM-81-2048 - Waste Services Vehicles & Equipment	43,144	19,314	43,144	35,734	Dec-22	Dec-22	0%	0%	PY - 41% 2021 - 28% 2022 - 31%	Waste Mgt Retained Earnings - 43,144
Comments (including funding implications if any)	<p>Waste Services and Fleet Services have conducted a thorough review of required purchases and have updated projections for viable deliveries to the end of budget cycle. Waste Services is on target to meet annual projections and although supply chain delays could impact current year spend, the carryover will be spent in 2022. Waste Services and Fleet Services are actively procuring equipment a year in advance to ensure timely deliveries of growth and replacement units can meet operational requirements.</p>									