

Attachment 2
Significant Capital Project Update
As of December 31, 2021

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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 adjusted original budget 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 adjusted original 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.

Original Budget - A significant capital project's budget when initially approved for the scope outlined in the profile. This field is not applicable for composite profiles.

Adjusted Original Budget - Significant capital projects will report against the profiles adjusted original budget, which will equal the original approved budget (at checkpoint 3/4 when applicable) adjusted for partner or City Council directed scope changes.

Current Approved Budget - The most recent budget as approved by City Council including all scope and cost adjustments.

% 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.

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 Current 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 Integrated Infrastructure Services (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.

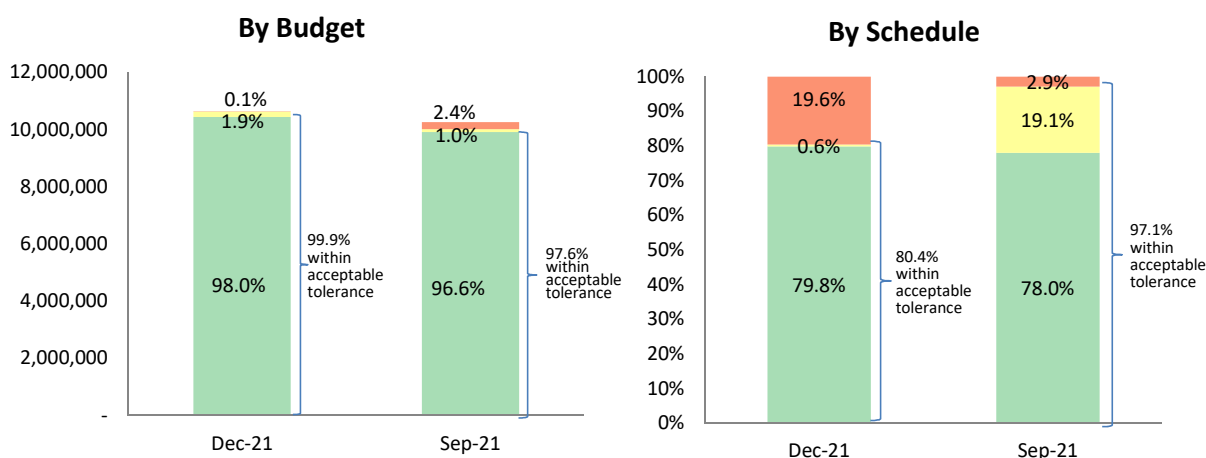
% of Active Budget - This percentage represents the sum of budgets for active projects within a composite profile as a proportion of the composite profiles total budget. This field is only included for composite reporting in IIS.

Budget and Schedule 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 IIS.

Significant Capital Project Update As of December 31, 2021

Budget and Schedule Variance Summary

	<u>Dec-21</u>	<u>Sep-21</u>
Project Budget Variance		
Within or Under Budget (green)	64	65
Over Budget up to 20% (30% Develop) (yellow)	5	2
Over budget > 20% (30% Develop) (red)	0	3
	<u>69</u>	<u>70</u>
Project Schedule Variance		
On Time or Ahead of Schedule (green)	59	57
Delay up to 20% (30% Develop)(green)	2	5
Delay > 20% (30% Develop)(green)	8	8
	<u>69</u>	<u>70</u>



*Project status in the charts above are presented with green status on the bottom, yellow in the middle, and red at the top. The status charts are weighted by the profile's approved budget.

Cost

Page #	Profile	% Over Budget	
		Dec-21	Sep-21
5	17-99-2001 - Century Place Base Bldg. Rehab & Tenant Improvements	12%	0%
6	19-22-9003 - 105 Avenue	1%	0%
11	19-10-1011 - Stadium LRT Station Upgrade	4%	4%
21	13-66-1294 - Transit Smart Fare System (Smart Card)	1%	0%
23	15-74-4104 - Warehouse Campus Neighbourhood Central Park Land Acquisition	3%	2%
	15-21-5801 - Coronation Park Sports and Recreation Centre	0%	34%
	18-66-6503 - 50 Street CPR Grade Separation	0%	41%

Schedule

Page #	Profile	% Delay	
		Dec-21	Sep-21
5	17-99-2001 - Century Place Base Bldg. Rehab & Tenant Improvements	29%	21%
6	17-21-1000 - Edmonton Soccer Association South Soccer Centre Expansion	13%	13%
6	19-22-9003 - 105 Avenue	31%	32%
8	18-66-6503 - 50 Street CPR Grade Separation	32%	>0%
10	11-66-1673 - Valley Line LRT	>20%	>0%
11	20-83-9001 - Downtown District Energy Initiative	8%	8%
21	14-66-2570 - Parking Control Technology	488%	489%
21	CM-66-2566 - LED Streetlight Conversion	48%	48%
21	13-66-1294 - Transit Smart Fare System (Smart Card)	26%	26%
23	CM-16-1232 - Dry Pond Land Acquisition	23%	23%

Integrated Infrastructure Services - Standalone Profiles

For the period ending December 31, 2021
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Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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	50,500	50,500	50,800	33,328	46,968	Dec-23	Dec-22	Deliver	0%	0%	PY - 51% 2021 - 21% 2022 - 24% 2023 - 4% 2024 - 0%	Developer Financing - 0 Local Improvements Prop. Share - 3,888 Neighborhood Renewal Reserve - 44,330 Pay-As-You-Go - 2,293 Tax-Supported Debt - 289
Comments (including funding implications if any)	Construction of the 2021 (year 3 of 4) scope of work is complete and street light energization scheduled to be completed by January 2022. The overall project is expected to be in-service by the end of 2022.											
20-40-9017 - NRP Recon - Eastwood/Elmwood Park/Yellowhead Corridor East Ind	51,135	51,135	49,700	34,370	50,313	Dec-23	Dec-23	Deliver	0%	0%	PY - 32% 2021 - 37% 2022 - 31% 2023 - 0% 2024 - 0%	Developer Financing - 4 Local Improvements Prop. Share - 3,798 Munc Sustain. Initiative - MSI - 1,006 Neighborhood Renewal Reserve - 44,232 Pay-As-You-Go - 606 Tax-Supported Debt - 54
Comments (including funding implications if any)	Construction of the 2021 (Year 2 of 3) scope of work is completed. Due to weather conditions, sod placement in some of the 2021 scope of work areas will be resumed in spring of 2022. Construction of the 2022 (Year 3 of 3) scope of work will commence in spring of 2022. The overall project is anticipated to be complete by the end of 2022, with some seasonal work related to landscaping expected in 2023.											
20-40-9019 - NRP/NARP Recon - Lorelei Neighbourhood and Alleys	38,337	38,337	35,800	16,206	27,706	Dec-22	Dec-22	Deliver	0%	0%	PY - 35% 2021 - 24% 2022 - 22% 2023 - 19% 2024 - 0%	Local Improvements Prop. Share - 2,524 MSI Replacement - 0 Munc Sustain. Initiative - MSI - 2,792 Neighborhood Renewal Reserve - 30,484
Comments (including funding implications if any)	Construction of the 2021 (Year 2 of 3) scope of work is complete. Construction of the 2022 (Year 3 of 3) scope of work is anticipated to commence in spring 2022. The overall project is anticipated to be complete by the end of 2022. Project information can be found at edmonton.ca/buildinglorelleibeumaris											
21-40-9023 - NRP/NARP Recon - Beaumaris Neighbourhood and Alleys	37,600	37,600	37,600	9,242	32,342	Dec-24	Dec-23	Deliver	0%	0%	PY - 0% 2021 - 28% 2022 - 31% 2023 - 19% 2024 - 22% 2025 - 0%	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 complete. Construction of the 2022 (Year 2 of 3) scope of work is anticipated to commence in spring 2022. 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											

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
21-40-9024 - NRP Recon - Calder	51,900	51,900	51,900	7,091	51,900	Dec-24	Dec-23	Deliver	0%	0%	PY - 1% 2021 - 12% 2022 - 36% 2023 - 47% 2024 - 4% 2025 - 0%	Local Improvements Prop. Share - 3,420 Neighborhood Renewal Reserve - 47,873 Pay-As-You-Go - 607
Comments (including funding implications if any)	<p>Construction of the 2021 (Year 1 of 3) scope of work is complete. The work included sidewalks, curb and gutter, and roadways. The outstanding work of landscaping and street light replacement will be continued in the spring of 2022.</p> <p>The overall neighbourhood is anticipated to be complete by the end of 2023.</p>											
21-40-9025 - NRP Recon - Garneau	36,900	36,900	36,900	8,217	36,900	Dec-24	Dec-23	Deliver	0%	0%	PY - 3% 2021 - 19% 2022 - 38% 2023 - 38% 2024 - 1% 2025 - 1%	Local Improvements Prop. Share - 2,346 Neighborhood Renewal Reserve - 31,224 Pay-As-You-Go - 3,330
Comments (including funding implications if any)	<p>Construction for the 2021 (Year 1 of 3) scope of work is complete. Year 2 construction is scheduled to start in May 2022.</p> <p>The project is staged over 3 years and is anticipated to be complete and in-service by the end of 2023.</p>											
21-40-9026 - NRP Recon - Malmo Plains	25,100	25,100	25,100	11,486	25,100	Dec-23	Jul-23	Deliver	0%	0%	PY - 5% 2021 - 41% 2022 - 52% 2023 - 1% 2024 - 1%	Local Improvements Prop. Share - 1,680 Neighborhood Renewal Reserve - 23,100 Pay-As-You-Go - 320
Comments (including funding implications if any)	<p>Construction for the 2021 (Year 1 of 2) scope of work is complete. Construction for the 2022 (Year 2 of 2) scope of work is anticipated to begin in Spring 2022. The overall project is anticipated to be complete by the end of 2022.</p> <p>Further project information can be found at edmonton.ca/BuildingMalmoPlains</p>											

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
Infrastructure Delivery												
15-21-5785 - Lewis Farms Community Recreation Centre and Library	311,397	311,397	311,397	25,925	311,397	Sep-27	Sep-27	Deliver	0%	0%	PY - 9% 2021 - 1% 2022 - 6% 2023 - 12% 2024 - 27% 2025 - 27% 2026+ - 18%	Funds-in-Lieu Reserve - 1,386 Partnership Funding - 1,200 Pay-As-You-Go - 3,500 Tax-Supported Debt - 305,311
Comments (including funding implications if any)	In December of 2021 at the 2021 Fall SCBA, City Council directed "That capital profile "15-21-5785 - Lewis Farms Community Recreation Centre and Library", be increased by \$282,900,000, to construct the project with the exception of the Academic Centre from the approved program." The total project budget is set at \$311,397,000 and the identified completion date is September 30, 2027. Work has begun on re-engaging contracts to design out the academic centre and initiate construction.											
15-21-5801 - Coronation Park Sports and Recreation Centre	112,260	153,410	153,410	5,937	153,410	Jun-26	Jun-26	Legacy	0%	0%	PY - 3% 2021 - 1% 2022 - 11% 2023 - 23% 2024 - 24% 2025 - 29% 2026+ - 9%	Partnership Funding - 4,000 Pay-As-You-Go - 1,000 Tax-Supported Debt - 148,410
Comments (including funding implications if any)	Work is anticipated to break ground in Spring 2022. The original budget was approved in 2014, however the project remained on hold for four years as partnership funding required to complete the project had not been secured. Recognizing the significant time that had passed since the project was first initiated, an updated estimate to 'build to program' was provided to Council and additional funding of \$41.2 million was approved in the Fall 2021 SCBA.											
17-99-2001 - Century Place Base Bldg. Rehab & Tenant Improvements	14,665	32,465	36,403	34,246	36,403	Dec-20	Jan-22	Legacy	12%	29%	PY - 65% 2021 - 29% 2022 - 4% 2023 - 2%	Financial Stabilization Resrv. - 800 Munc Sustain. Initiative - MSI - 26,215 Pay-As-You-Go - 9,389
Comments (including funding implications if any)	The rehabilitation project has undergone a significant number of changes since it's inception. Scope increases have occurred related to unforeseen work during the early stages of repair. Construction has reached 99% complete and In-Service is imminent.											
15-21-6600 - TELUS World of Science	40,000	40,000	40,000	24,695	40,000	TBD	Dec-20	Legacy	0%	0%	PY - 62% 2022 - 38%	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 the Aurora Project which will incorporate a new Arctic Gallery, Science Garage and Health Gallery by increasing the facility by 20,000 sq.ft. The 2022 projection of \$15M represents funding and costs to be incurred by the TELUS World of Science Edmonton Society.											

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17-21-1000 - Edmonton Soccer Association South Soccer Centre Expansion	30,000	30,000	29,938	15,911	29,937	Dec-21	Aug-22	Deliver	0%	13%	PY - 9% 2021 - 44% 2022 - 44% 2023 - 3%	Enterprise Reserve - 2,000 Partnership Funding - 600 Pay-As-You-Go - 60 Self Supporting-Tax Guaranteed - 9,500 Tax-Supported Debt - 17,778
Comments (including funding implications if any)	Construction is ongoing with the pre-fabricated structure with connections to the existing facility about to commence. 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 to be in service by Q3 2022.											
19-22-9003 - 105 Avenue	16,000	20,000	20,125	3,699	20,125	Dec-22	Dec-23	Deliver	1%	31%	PY - 9% 2021 - 9% 2022 - 40% 2023 - 42%	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)	The project is trending positively in alignment with the publicly communicated construction schedule which anticipates completion in Q3 2023. The increase from the original approved budget is attributed to additional cost and scope for Utilities (funded by EPCOR).											
20-20-9202 - Yellowhead Trail East Widening (61 St to North Saskatchewan River)	36,330	36,330	36,330	28,096	36,330	Dec-21	Dec-21	Deliver	0%	0%	PY - 39% 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) project is substantially complete. Installation of the remaining overhead sign structures and landscaping is anticipated to be completed in Q2 2022. Project information is continuing to be shared through newsletters, construction bulletins and the project website.											
21-11-9600 - EPS-Police Headquarters Rehabilitation	23,105	23,105	23,105	900	23,105	Dec-25	Dec-25	Deliver	0%	0%	PY - 2% 2021 - 2% 2022 - 28% 2023 - 58% 2024 - 10% 2025 - 0%	Local Government Fiscal Framework - 4,874 Munc Sustain. Initiative - MSI - 15,733 Pay-As-You-Go - 2,498
Comments (including funding implications if any)	Detailed Design of Police Station Downtown Division Rehabilitation 2A scope has reached 60% completion. The project is proceeding in line with the (new) approved baseline. The project is currently forecasted to be complete by Q4 2025.											
21-12-0320 - Edmonton Convention Centre Rehabilitation	48,053	48,053	48,053	3,967	48,053	Jun-26	Jun-26	Deliver	0%	0%	PY - 1% 2021 - 7% 2022 - 19% 2023 - 24% 2024 - 25% 2025 - 24%	Local Government Fiscal Framework - 19,731 Munc Sustain. Initiative - MSI - 24,419 Pay-As-You-Go - 3,903
Comments (including funding implications if any)	Construction has commenced for Phase 1A (Critical exterior and civil work) and has reached 55% construction completion. The scheduled construction completion for Phase 1A has moved from Q4 2021 to late Q1 2022. Design for Phase 1B (main scope mechanical and electrical rehabilitation) is 100% complete, with construction to commence in late Q1 2022. Construction for Phase 1B is forecasted to be completed past the baseline schedule from Q4 2022 to late Q1 2023. Phase 2: Architectural, mechanical, electrical, and elevator controls rehabilitation and replacement, is forecasted to be complete per the baseline schedule of Q2 2026.											

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
21-12-0330 - Kinsmen Sports Centre Facility Rehabilitation	24,679	24,679	24,679	2,075	24,679	Dec-24	Dec-24	Deliver	0%	0%	PY - 6% 2021 - 3% 2022 - 24% 2023 - 61% 2024 - 6%	Federal Gas Tax Fund - 6,641 Local Government Fiscal Framework - 884 Munc Sustain. Initiative - MSI - 15,862 Pay-As-You-Go - 1,292
Comments (including funding implications if any)	The Detailed Design for the Kinsmen Sports Center Facility Rehabilitation project is underway and has reached approximately 65% complete for Phase 1 & Phase 2. The total project scope, previously phased over two budget cycles (Phase I & Phase II), was recently approved by Council to advance phase II along with phase I. As a result, the project team is in the process of finalizing the construction sequencing and project schedule for the full project scope.											
21-12-0340 - The Orange Hub Phase II Rehabilitation	20,612	20,612	20,612	2,807	20,612	Jun-23	Jun-23	Deliver	0%	0%	PY - 3% 2021 - 11% 2022 - 52% 2023 - 24% 2024 - 10%	Munc Sustain. Initiative - MSI - 17,615 Pay-As-You-Go - 2,997
Comments (including funding implications if any)	Q4 2021 work focused on the completion of the final Design Development Report and responding to the Development Permit application circulation comments.											
21-12-0350 - Edmonton EXPO Centre Rehabilitation	98,349	98,349	98,349	3,519	98,349	Dec-25	Dec-25	Deliver	0%	0%	PY - 1% 2021 - 3% 2022 - 28% 2023 - 31% 2024 - 28% 2025 - 9%	Federal Gas Tax Fund - 17,752 Local Government Fiscal Framework - 28,934 Munc Sustain. Initiative - MSI - 39,209 Pay-As-You-Go - 7,424 Tax-Supported Debt - 5,030
Comments (including funding implications if any)	Construction for Phase 1 is anticipated to be completed in 2025. Phase 1 includes the Hall D slab, bleachers, mechanical room, roof; Hall A/B/C abatement, structural reinforcement, mechanical system replacement; boiler plant; and electrical distribution. Progress is as per the baseline schedule. Phase 2, which includes roofing, envelope, Entrance 6 redevelopment, Hall D entry, and roof solar of the EXPO Centre has reached 40% and is expected to be complete by the end of Q1 2022.											
21-20-9301 - Yellowhead Trail - 156 Street to St Albert Trail	177,634	177,634	177,634	48,533	177,634	Dec-23	Nov-23	Deliver	0%	0%	PY - 8% 2021 - 19% 2022 - 46% 2023 - 27%	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. In 2021, the focus was on relocating existing utilities, installation of drainage infrastructure and roadwork near St. Albert Trail. The removal of the signalized intersection at 142 Street was also completed in 2021. Utility relocates and drainage infrastructure construction will continue through the winter. Construction of the new retaining walls under the St. Albert Trail interchange is also ongoing. Access to Yellowhead Trail eastbound from 142 Street will be restored once work in the area is completed. Early in 2022, building demolitions and preparations for the construction of the new noise wall will begin. Project information will continue to be shared primarily through newsletters, bulletins and the project's website.											

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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	117,398	117,398	41,576	117,398	Dec-23	Nov-23	Deliver	0%	0%	PY - 10% 2021 - 25% 2022 - 41% 2023 - 24%	Federal Bldg Canada Fund - 35,501 Provincial BCF - matching - 10,279 Tax-Supported Debt - 71,618
Comments (including funding implications if any)	Construction of the Fort Road Widening project began in May 2021 and is anticipated to extend through to the end of 2023. In 2021, the focus was primarily on completing the construction of the new 125 Avenue industrial collector road between Fort Road and 66 Street. Underground utility which includes a new EPCOR Water Main is being installed along the entire alignment of 125 Avenue in advance of the roadwork. Ultimately, the new collector road will connect to Yellowhead Trail at 61 Street. Construction in 2022 will focus on lengthening the rail bridge structure and the new southbound lanes of Fort Road between Yellowhead Trail and 66 Street. To accommodate construction activities related to the bridge lengthening and road widening work, a full closure of Fort Road is required. The newly constructed 125 Avenue collector will serve as a detour during the closure. Bridge construction and widening of the southbound lanes is anticipated to be completed in 2022, with the widening of the northbound lanes scheduled to be completed in 2023. Project information will continue to be shared primarily through newsletters, bulletins and the project website, edmonton.ca/YellowheadFortRoad.											
22-12-9007 - Valley Zoo - Nature's Wild Backyard Phase II	50,300	50,300	50,300	0	50,300	Dec-25	Dec-25	Deliver	0%	0%	2022 - 5% 2023 - 28% 2024 - 46% 2025 - 21%	Partnership Funding - 5,400 Tax-Supported Debt - 44,900
Comments (including funding implications if any)	Funding approved in Fall 2021 SCBA and planning and design to commence in Q1 2022.											
17-74-4103 - Jasper Avenue New Vision Phase 2	31,125	31,125	31,125	25,804	31,125	Dec-23	Dec-23	Deliver	0%	0%	PY - 47% 2021 - 36% 2022 - 11% 2023 - 6% 2024 - 0% 2025 - 0%	Debt CRL Downtown - 30,117 Debt CRL Quarters - 1,008
Comments (including funding implications if any)	Construction on Jasper Avenue is complete and the work is in service. Reconstruction of Thornton Court is scheduled for 2022.											
Infrastructure Planning & Design												
18-66-6503 - 50 Street CPR Grade Separation	86,600	145,344	145,344	21,821	145,344	Dec-23	Dec-25	Legacy	0%	32%	PY - 9% 2021 - 6% 2022 - 34% 2023 - 18% 2024 - 15% 2025 - 12% 2026+ - 6%	Federal Grant - 39,800 Partnership Funding - 1,500 Pay-As-You-Go - 16,500 Provincial Grant - 28,300 Tax-Supported Debt - 59,244
Comments (including funding implications if any)	Construction progress continues with early works complete in 2021. The project has recently had the budget amended to include the full delivery. The project is trending positively to be complete in 2025. The most recent adjustment to the budget was during the fall 2021 SCBA, which included a request for \$42.4 million in additional funding. The increases related to increased land costs, utility relocations, and the added complexities of working near the CP Rail Yard.											
19-10-1013 - Ambleside Integrated Site - Phase 1	81,785	81,785	81,785	545	81,785	Sep-26	Sep-26	Develop	0%	0%	PY - 2% 2021 - 0% 2022 - 2% 2023 - 5% 2024 - 35% 2025 - 40% 2026+ - 16%	Pay-As-You-Go - 1,500 Tax-Supported Debt - 80,285
Comments (including funding implications if any)	Funding approved in Fall 2021 SCBA and planning and design to commence in 2022.											

Capital Profile		Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	Total Projection	Budgeted End Date	Est/Act Completion Date	Project Phase	% Over Budget	% Delay	Expected Completion (PY - Prior Year)	Approved Funding
19-22-9006 - Terwillegar Drive Expressway Upgrades - Alternate Staging		102,700	220,131	220,131	21,211	220,131	Dec-27	Dec-27	Develop	0%	0%	PY - 2% 2021 - 7% 2022 - 19% 2023 - 22% 2024 - 30% 2025 - 15% 2026+ - 5%	Pay-As-You-Go - 931 Provincial Grant - 116,500 Tax-Supported Debt - 102,700
Comments (including funding implications if any)		The Terwillegar Drive Expressway upgrades are advancing. Delivery is underway for stage 1 widening of Terwillegar Drive from Whitemud Drive to north of Anthony Henday Drive. Design is underway for Stage 2 improvements to Whitemud Drive and the 142 Street pedestrian bridge, and planning is underway for interchange improvements at Terwillegar Drive / Anthony Henday Drive (Stage 3). Overall the Terwillegar Drive upgrades are trending on budget and on-schedule. Upon completion of Stage 3 planning, there will be a better understanding of the overall estimate for the entire program. Savings in Stage 1 are currently forecasted to offset some higher costs in Stage 2. The projects' original approved budget has increased as a result of the increased financial contribution and scope provided by the Province to support the overall conversion to an Expressway.											
21-10-9105 - Fire Station #8 Relocation - Blatchford		23,657	23,657	23,657	0	23,656	Dec-25	Dec-25	Develop	0%	0%	2022 - 25% 2023 - 31% 2024 - 29% 2025 - 15%	Tax-Supported Debt - 23,657
Comments (including funding implications if any)		Funding approved in Fall 2021 SCBA and planning and design to commence in Q1 2021.											
21-50-9100 - 103A Avenue Pedway		26,500	26,500	26,500	0	26,500	Dec-25	TBD	Develop	0%	0%	2022 - 6% 2023 - 10% 2024 - 60% 2025 - 24%	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	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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	1,776,302	1,758,439	1,758,439	1,500,800	1,758,439	Dec-21	2022	Legacy	0%	>20%	PY - 82% 2021 - 4% 2022 - 13% 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 mostly complete with deficiency correction ongoing along the entire corridor. Testing and commissioning activities are ongoing including dynamic testing across the entire alignment. The City will be launching a public safety education campaign for Valley Line in Q1 2022.</p> <p>Significant project milestones were achieved including: - completed public art installation on the Tawatina Bridge - opening of the Tawatina Bridge Shared Use Path and North Saskatchewan River Valley trails</p> <p>TransEd has achieved 95.8% progress (to end of December 2021) as measured by the Independent Certifier. TransEd did not achieve Service Commencement by the Target Service Commencement Date and publicly announced a further delay in December 2021; they are forecasting Service Commencement to occur in late summer 2022. TransEd reports that COVID-19 has impacted their workforce and supply chain.</p>											
16-66-7013 - Metro Line LRT (NAIT - Blatchford) Extension	350,500	351,116	351,116	100,133	351,116	Dec-25	Dec-24	Legacy	0%	0%	PY - 16% 2021 - 14% 2022 - 26% 2023 - 22% 2024 - 13% 2025 - 6% 2026+ - 3%	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>Installation of precast platforms, as well as the structural steel for the canopy platforms, are ongoing. Masonry work at the utility complexes is ongoing. Concrete trackway works to begin again in the spring.</p>											
16-66-7017 - Valley Line LRT: Downtown to Lewis Farms	2,610,082	2,607,735	2,607,735	207,860	2,607,735	Dec-27	Dec-27	Legacy	0%	0%	PY - 6% 2020 - 2% 2021 - 17% 2022 - 23% 2023 - 24% 2024 - 17% 2025+ - 11%	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>Marigold Infrastructure Partners continue with their project-wide design. Construction work has commenced at Lewis Farms (with earthworks and underground pipe installation), 87th Avenue (with piling) and 156 St (sewer works). Marigold Infrastructure Partners have commenced temporary road widening along 87th Avenue to accommodate traffic during construction. Construction offices and laydown areas have been established along several sections of the alignment, and tree removal is on-going.</p>											

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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 Ellerslie Road	1,040,040	1,040,040	1,040,040	14,613	1,040,040	Dec-27	Dec-27	Deliver	0%	0%	PY - 2% 2021 - 0% 2022 - 5% 2023 - 18% 2024 - 26% 2025 - 26% 2026+ - 23%	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 - 3,019 Provincial ICIP - matching - 300,040 Tax-Supported Debt - 330,653
Comments (including funding implications if any)	There is a Federal Commitment of ~\$400 million and awaiting treasury board approval for eligible funding. The project delivery method is confirmed as Design-Build. The City has begun land acquisition and access negotiations for the project. Operational Maintenance Facility evaluations and Light Rail Vehicle (LRV) procurement discussions are ongoing. Utility relocations are expected to start in 2022.											
19-10-1011 - Stadium LRT Station Upgrade	27,500	44,177	45,776	36,391	45,776	Dec-22	Dec-22	Deliver	4%	0%	PY - 25% 2021 - 54% 2022 - 21%	Federal - Public Transit Infrastructure Fund - 879 Federal Gas Tax Fund - 11,880 Green-trip - 26,672 Munc Sustain. Initiative - MSI - 273 Other Grants - Provincial - 584 Pay-As-You-Go - 3,820 Tax-Supported Debt - 1,668
Comments (including funding implications if any)	The new north and south pavilions are taking shape with mechanical and electrical fit out continuing. The overhead power lines for the trains were moved into their final location in October, which allowed more finishing work to open up on the platform, such as wood soffit installation and glazing. Both pedestrian crossings are now open. The \$16.7M increase from Original Budget to Adjusted Original Budget is due to recosting as the project scope and unforeseen conditions were clarified during design and construction. Further additional costs due to construction during COVID 19, material and labour cost increases nationally and complex coordination on safety critical works around the operations have led to further contingency required to manage this work to completion.											
Blatchford Redevelopment Project												
20-83-9001 - Downtown District Energy Initiative	27,900	27,900	28,229	0	26,085	Dec-22	Feb-23	Deliver	0%	8%	2022 - 73% 2023 - 27%	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 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	631,925	631,925	176,829	631,925	Dec-38	Dec-38	Legacy	0%	0%	PY - 25% 2021 - 2% 2022 - 6% 2023 - 5% 2024 - 3% 2025 - 3% 2026+ - 56%	Blatchford Lands Retained Earnings - 551,383 Tax-Supported Debt - 80,542
Comments (including funding implications if any)	Stage 3 and Stage 5 are currently being engineered for 2022 construction. Stage 2 fee simple townhome lots have all been allocated with some sold. NAIT servicing drawings have been submitted for approval. Intention is to procure a contractor and service the NAIT lands in 2022. Houses continue to be built with more families moving in.											

Integrated Infrastructure Services - Composite Profiles

For the period ending December 31, 2021

(\$000's)

Capital Profile	Current Approved 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	0%	0%	2%	PY - 65% 2021 - 5% 2022 - 3% 2023 - 25% 2024 - 2%	Pay-As-You-Go - 447 Tax-Supported Debt - 52,659
Comments (including funding implications if any)	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. This composite program supports the Planning, Design and Delivery of Revitalization projects. Budget is in alignment with forecast cash flows.						
CM-25-0000 - Transportation: Neighbourhoods - Renewal	161,024	161,452	90%	90%	18%	PY - 43% 2021 - 24% 2022 - 33%	Developer Financing - 42 Local Improvements Prop. Share - 4,885 Municipal Stimulus Program - 10,000 Neighborhood Renewal Reserve - 142,458 Pay-As-You-Go - 3,639
Comments (including funding implications if any)	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. Expenditure projections balanced to approved budget. Anticipate further releases of approximately \$18M back into the composite profile in the Spring 2022 SCBA. More pavement overlay projects are being programmed for the 2022 construction season in anticipation of these releases.						

Capital Profile	Current Approved 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	417,893	100%	100%	0%	PY - 4% 2021 - 0% 2022 - 1% 2023 - 3% 2024 - 36% 2025 - 39% 2026+ - 17%	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. Budget is in alignment with forecast cashflows. 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.						
CM-99-9000 - Infrastructure Delivery - Growth	22,524	22,524	100%	100%	0%	PY - 17% 2021 - 17% 2022 - 49% 2023 - 17%	Developer Financing - 440 Financial Stabilization Resrv. - 255 Land Fund Retained Earnings - 1,089 Local Improvements Prop. Share - 0 MSI Replacement - 0 Munc Sustain. Initiative - MSI - 5,771 Operating Revenues - 1,067 Other - 0 Pay-As-You-Go - 13,901
Comments (including funding implications if any)	Budget for growth projects currently approved for planning and design. Funding allocated by Council when projects achieve Checkpoint #3. Projects funded from this composite are on track with majority of the funding being transferred to standalone capital profiles as the development of project is completed. Forecasted spend is aligned with the budget.						

Capital Profile	Current Approved Budget	Total Projection	Budget Status - % within acceptable tolerance	Schedule Status - % within acceptable tolerance	% of active budget	Expected Completion (PY - Prior Year)	Approved Funding
CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development	218,771	218,771	100%	100%	100%	PY - 9% 2021 - 6% 2022 - 25% 2023 - 30% 2024 - 17% 2025 - 13%	Federal Bldg Canada Fund - 5,390 Pay-As-You-Go - 8,298 Tax-Supported Debt - 205,083
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. Budget is in alignment with forecast cashflows.						

Capital Profile		Current Approved 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		29,681	36,499	47%	47%	24%	PY - 28% 2021 - 16% 2022 - 54% 2023 - 2% 2024 - 0%	Federal Gas Tax Fund - 4,626 Heritage Resources Reserve - 400 MSI Replacement - 0 Munc Sustain. Initiative - MSI - 22,116 Partnership Funding - 92 Pay-As-You-Go - 2,180 Rogers Place Arena Reserve - 39 Stadium Reserve - 228
Comments (including funding implications if any)		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. 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. 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 Variance largely due to new projects arising in Q4 2021/Q1 2022 and recent increased project cost forecasts. Negative variance to be managed through schedule/budget adjustments via PDDM Process once more information around new projects becomes available.						
CM-22-0000 - Transportation: Goods Movement - Arterial Renewal		93,264	96,046	83%	83%	12%	PY - 58% 2021 - 27% 2022 - 14%	MSI Replacement - 0 Munc Sustain. Initiative - MSI - 74,654 Municipal Stimulus Program - 10,782 Pay-As-You-Go - 7,828
Comments (including funding implications if any)		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. Since the Q3 2021 report, cashflows have been refined, and a number of projects scheduled for delivery in 2022 within the profile have been deferred to 2023 and later. The profile continues to be over-programmed by about \$2.8M.						

Capital Profile		Current Approved 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		35,455	37,324	33%	44%	10%	PY - 22% 2021 - 47% 2022 - 31%	Federal Gas Tax Fund - 6,023 MSI Replacement - 0 Munc Sustain. Initiative - MSI - 26,378 Pay-As-You-Go - 3,054
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>The negative variance is anticipated to be reduced via an anticipated release from the Duggan Bridge Standalone Profile in the Spring 2022 SCBA and cost reimbursements from the 17 Street Aurum Road Culvert renewal project.</p>						
CM-34-0000 - Open Space: Environmental - Renewal		27,290	27,290	40%	40%	17%	PY - 22% 2021 - 14% 2022 - 64%	Developer Financing - 6,053 MSI Replacement - 0 Munc Sustain. Initiative - MSI - 21,351 Pay-As-You-Go - -,114
Comments (including funding implications if any)		<p>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.</p> <p>Funding remains fully committed to the end of 2022 with carryover expenditures anticipated into 2023. Major landslide and erosion repair projects are planned for construction as well as ongoing contaminated sites remediation and exposure control. Residual budget amounts may be required to remediate emerging (e.g. unplanned for) geohazards and to achieve EPEA regulatory compliance with respect to contaminated sites.</p>						

Financial & Corporate Services

For the period ending December 31, 2021
(\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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	4,293	4,293	1,507	4,293	Dec-22	Dec-22	0%	0%	PY - 17% 2021 - 18% 2022 - 65%	Pay-As-You-Go - 4,293
Comments (including funding implications if any)	This profile is progressing as planned and is forecasted to be on budget within the 4-year capital cycle. Solacom is currently on-site to install/configure the IP Call Handling system. The project team is now planning for testing and training. The fibre implementation for Fire Station 29 is progressing and is targeted for completion at the end of Q1 of 2022.										
19-18-1903 - Recreation and Attractions Management (RAMS) Program	1,707	4,002	4,002	2,675	4,002	Dec-22	Dec-22	0%	0%	PY - 53% 2021 - 14% 2022 - 33%	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>A notable highlight for Q4 of 2021 was the completion of design specifications for the online application portal related to subsidy programs (Leisure Access Program and Ride Transit Program). Notable progress has also been made working closely in collaboration with the Canadian Revenue Agency and Government of Alberta to automate the application process. This will be a significant transformation for the City once deployed.</p>										
19-18-1901 - Information Security and Disaster Recovery Enhancements	11,500	8,373	8,373	5,295	8,373	Dec-22	Dec-22	0%	0%	PY - 62% 2021 - 1% 2022 - 37%	Pay-As-You-Go - 8,373
Comments (including funding implications if any)	<p>Projects within this standalone profile are progressing as planned and are forecasted to be on budget within the 4-year capital cycle.</p> <p>As part of the 2021 year-end, a portion of this capital profile was transferred to the operating budget as implementing Software as a Service (SaaS) solutions is an operating expenditure. SaaS is not considered Tangible Capital Assets, SaaS costs cannot be capitalized for accounting purposes.</p>										

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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	NA	487	487	246	486	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.										
CM-18-1515 - Technology Infrastructure - Renewal	NA	23,614	23,614	18,253	23,614	Dec-22	Dec-22	0%	0%	PY - 59% 2021 - 18% 2022 - 23%	Pay-As-You-Go - 23,614
Comments (including funding implications if any)	<p>Projects within this composite profile are progressing as planned and are forecasted to be on budget within the 4-year capital cycle.</p> <p>Highlights of 2021 Q4 accomplishments within this profile include:</p> <ul style="list-style-type: none"> - Virtualizing physical domain controllers - Improved virtual infrastructure monitoring and dashboarding capabilities - Evaluated Appspace cloud offering and began migration from on-premise to cloud - Improved Appspace functionality and usability to support flexible workspaces and hybrid work arrangements 										
CM-18-1514 - Technology Implementation - Growth	NA	3,936	3,936	2,355	3,936	Dec-22	Dec-22	0%	0%	PY - 48% 2021 - 12% 2022 - 40%	Pay-As-You-Go - 3,936
Comments (including funding implications if any)	<p>Projects within this composite profile are progressing as planned and are forecasted to be on budget within the 4-year capital cycle.</p> <p>To date, completed technology projects within this profile include: Computer-Aided Dispatch (CAD) Full Upgrade, eServices Stream 4 (POSSE Enhancements), and the first phases of POSSE Inspector Mobility to enable functionality for two inspection teams (HVAC and Electrical). Future phases of Inspector Mobility will extend the functionality to building inspectors and plumbing & gas inspectors.</p>										

Capital Profile		Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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		NA	11,872	11,872	5,052	11,872	Dec-22	Dec-22	0%	0%	PY - 24% 2021 - 19% 2022 - 57%	Pay-As-You-Go - 11,872
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>Application sustainment projects completed in Q4 2021 include:</p> <ul style="list-style-type: none"> - COBS Upgrade - iPro On-Premise Upgrade - Upgraded and replaced proprietary DATS Mobile Data Terminals (MDTs) with standard Samsung devices; devices are now less expensive to maintain and easier to use and support 										
Real Estate												
19-16-5055 - Heritage Valley Land Development		15,300	22,300	22,300	341	22,300	Dec-25	Dec-25	0%	0%	PY - 0% 2021 - 2% 2022 - 67% 2023 - 30% 2024 - 1%	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. Design, servicing agreement fees and assessments, and some construction costs may be incurred this year resulting in significant spend.</p>										
CM-16-2020 - Residential/Mixed-Use Land Development (Abeyance)		NA	63,092	63,092	15,341	18,841	Dec-22	Dec-22	0%	0%	PY - 77% 2021 - 5% 2022 - 19%	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 passed a motion directing Administration to begin disposing of the remaining land assets related to this profile. On February 22, 2022 City Council reversed this decision. Administration is assessing the impacts of this recent decision and will update projected spends and plans in future reporting.</p>										

Capital Profile		Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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		NA	14,548	14,548	3,293	6,293	Dec-22	Dec-22	0%	0%	PY - 52% 2022 - 48%	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 past year. Limited funds have been budgeted for acquisitions in 2022.										
CM-16-2010 - Industrial-Commercial-Investment Land Development		NA	42,698	42,698	21,301	25,301	Dec-22	Dec-22	0%	0%	PY - 85% 2021 - -1% 2022 - 16%	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 in 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	63,500	63,500	36,222	63,500	Dec-22	Dec-22	0%	0%	PY - 27% 2021 - 30% 2022 - 43%	Pay-As-You-Go - 63,500
Comments (including funding implications if any)		Schedule and budget currently under review. Recent changes to the budget and schedule have not been reflected in this report at this time.										

City Operations
 For the period ending December 31, 2021
 (\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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	12,000	11,794	11,794	9,831	10,175	Dec-15	Dec-22	0%	488%	PY - 92% 2021 - 5% 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 AMVIR approval to begin service); Phase 3 - Automated parking enforcement system in operation (Equipment installed - (Currently awaiting AMVIR approval)); Phase 4 - Electronic Parking Availability signage/counter for City Hall Parkade (Completed 2021); Phase 5 - Electronic parking permissions for monthly parking, residential permit parking, and commercial parking permits (Spend 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: - Commissionaires (2022) - VLPR Fleet (2022) - Electronic Permissions to Park/RPP/Monthly Parking and Permits (2022)</p> <p>This project experienced a number of delays early on including a delayed Request for Proposal while the City investigated a potential opportunity to partner with the City of Calgary, additional stakeholder engagement regarding accessible parking and resulting actions, as well as a review of certain phases of the project to realign with new technologies.</p>										
CM-66-2566 - LED Streetlight Conversion	NA	20,000	20,000	5,124	20,000	Dec-22	Dec-24	0%	48%	PY - 4% 2021 - 22% 2022 - 30% 2023 - 30% 2024 - 14%	Tax-Supported Debt - 20,000
Comments (including funding implications if any)	<p>Project management resource was vacant (Feb 2020-April 2021) and filled mid May 2021; project / design are being completed at a steady pace and meeting progress targets. Scheduling challenges with EPCOR D&T crew availability in Nov and Dec for completing work on shared assets. Freezing temperature/weather delays (unsafe working conditions) in Dec. Supply chain issues continue due to the pandemic; long delivery times for LED materials and prolonged for decorative lights. Overall the project is still progressing.</p>										
Edmonton Transit											
13-66-1294 - Transit Smart Fare System (Smart Card)	42,219	52,966	53,536	32,781	53,536	Dec-20	Dec-22	1%	26%	PY - 50% 2021 - 11% 2022 - 39%	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)	<p>Friends and family pilot launched in December 2021. Anticipated launch of remaining fare products will transition in a phased approach throughout the remainder of 2022.</p>										

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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	NA	227,079	227,079	184,551	226,669	Dec-22	Dec-22	0%	0%	PY - 77% 2021 - 4% 2022 - 19%	Federal Gas Tax Fund - 39,029 Green-trip - 4,353 Munc Sustain. Initiative - MSI - 141,713 Partnership Funding - 2,700 Pay-As-You-Go - 39,284
Comments (including funding implications if any)	DATS and 40' bus orders have been placed. Two milestone payments remain on EBus program, funded from this capital profile. Expected delivery of 40' diesel units in Q2 2022. Due to supply chain issues, DATS bus delivery cannot be estimated at this time. Projected surplus required to fund shortfalls in capital profiles CM-66-3608 Electric Buses PTIF, 16-66-3652 Transit Priority Measures PTIF, and 16-66-3406 LRT Fleet-Replace Seats w NonFabric PTIF.										
21-61-3621 - Electric Buses - ZEB Program	27,000	27,000	27,000	0	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	NA	177,848	177,848	137,487	164,987	Dec-22	Dec-22	0%	0%	PY - 73% 2021 - 10% 2022 - 17%	Fleet Services Replacement Rsv - 177,691 Pay-As-You-Go - 157
Comments (including funding implications if any)	The majority of replacement project approvals have now been obtained and costs continue into 2022 for orders placed in 2021. 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 December 31, 2021
 (\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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	28,047	36,047	36,647	36,819	37,079	Dec-22	Dec-22	3%	0%	PY - 88% 2021 - 11% 2022 - 1%	Debt CRL Downtown - 36,647
Comments (including funding implications if any)	Legal expenses associated with expropriation expected to continue while land compensation proceedings progress. Future changes to this profile are likely: 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	NA	94,971	94,971	821	94,970	Dec-26	Dec-26	0%	0%	PY - 0% 2021 - 1% 2022 - 1% 2023 - 6% 2024 - 46% 2025 - 32% 2026+ - 14%	Debt CRL Downtown - 76,489 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 103a and 105 Avenues 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 approved 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	NA	26,000	26,000	4,500	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 December 31, 2021
(\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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	NA	55,942	55,942	44,769	55,942	Dec-22	Dec-22	0%	0%	PY - 71% 2021 - 9% 2022 - 20%	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 December 31, 2021
(\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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	24,785	24,785	24,785	10,720	24,785	Dec-26	Dec-26	0%	0%	PY - 22% 2021 - 21% 2022 - 47% 2023 - 7% 2024 - 1% 2025 - 1% 2026+ - 1%	Pay-As-You-Go - 24,785
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 Q1/Q2 2022.</p> <p>Affordable Housing and Homelessness are continuing 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 \$4.1M. 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 school 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 a submission deadline of January 21, 2022.</p> <p>Of the \$1M worth of work associated with servicing upgrades for a City-owned site in Evansdale, the majority was completed in 2021. This work enabled the lease of that property 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. Permanent asphalt surfacing will be completed in Spring 2022.</p> <p>In addition, this profile funds one dedicated Communications FTE and one dedicated Public Engagement FTE with 2021 position costs of \$234K.</p>										

Utilities

For the period ending December 31, 2021
(\$000's)

Capital Profile	Original Approved Budget	Adjusted Original Budget	Current Approved Budget	Profile To-Date Actuals	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	51,494	51,494	30,712	41,349	Dec-22	Dec-22	0%	0%	PY - 15% 2021 - 59% 2022 - 26%	Self-Liquidating Debentures - 51,494
Comments (including funding implications if any)	<p>Public-facing project rollout was moved from 2020 to 2021 due to COVID. Expenses for some non-public facing components were incurred in 2020.</p> <p>Approximately \$10M of profile savings are expected to be realized as the cart rollout program was successfully completed ahead of schedule and under budget than originally anticipated. Savings were primarily attributed to lower number of small cart request by residents than anticipated in the project business case (actual request was 10.9% in comparison to 25% estimated in the business case). This will be released as part of the year end Carryforward/Release process.</p>										
CM-81-2048 - Waste Services Vehicles & Equipment	NA	39,994	39,994	21,301	35,734	Dec-22	Dec-22	0%	0%	PY - 41% 2021 - 19% 2022 - 40%	Waste Mgt Retained Earnings - 39,994
Comments (including funding implications if any)	<p>Supply chain challenges caused by the pandemic delayed the 2021 delivery of the chassis for the Side Loading Refuse Trucks, Long Haul Tractors, Walking Floor Trailers, Side Loaders, Hook Lift Trucks and Skid-Steers.</p> <p>The carry-over from 2021 will drop in Q1 2022 when the equipment is delivered. Waste Services and Fleet Services are actively working to procure equipment a year in advance to ensure timely deliveries of growth and replacement units can meet operational requirements and is on target to meet current projected spend of \$14.4M in 2022.</p>										