

Attachment 2
Significant Capital Project Update
As of June 30, 2022

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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 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.

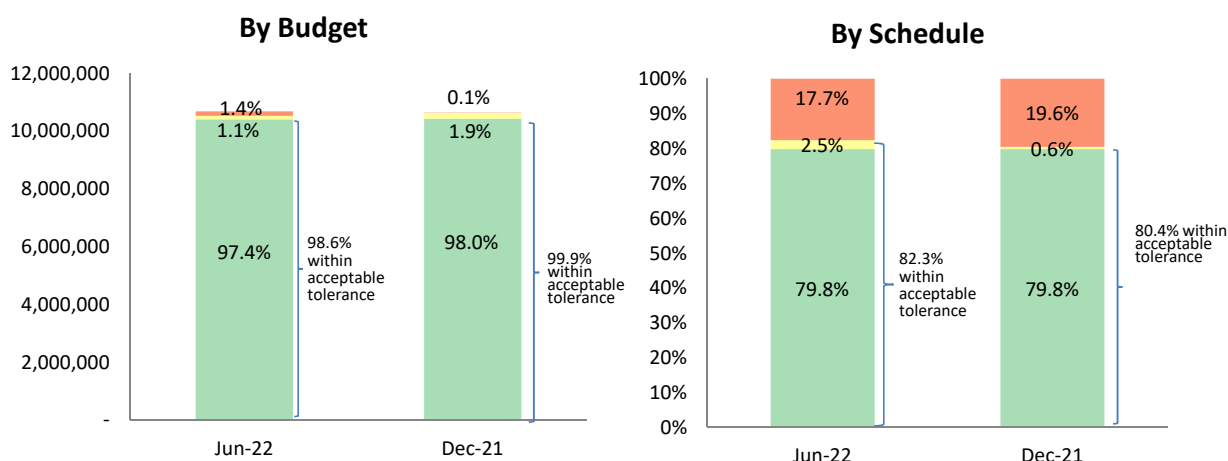
% of Active Budget - This percentage represents the sum of budgets for active projects within a composite profile as a proportion of the composite profiles total budget. This field is only included for composite reporting in IIS.

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 June 30, 2022

Budget and Schedule Variance Summary

	<u>Jun-22</u>	<u>Dec-21</u>
Project Budget Variance		
Within or Under Budget (green)	66	64
Over Budget up to 20% (30% Develop) (yellow)	3	5
Over budget > 20% (30% Develop) (red)	1	0
	<u>70</u>	<u>69</u>
Project Schedule Variance		
On Time or Ahead of Schedule (green)	62	59
Delay up to 20% (30% Develop)(yellow)	3	2
Delay > 20% (30% Develop)(red)	5	8
	<u>70</u>	<u>69</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	
		Jun-22	Dec-21
8	21-20-9302 - Yellowhead Trail - Fort Road Widening	20%	0%
9	19-10-1011 - Stadium LRT Station Upgrade	15%	4%
17	CM-18-1515 - Technology Infrastructure - Renewal	18%	0%
22	15-74-4104 - Warehouse Campus Neighbourhood Central Park Land Acquisition	4%	3%
	19-22-9003 - 105 Avenue	NA	1%
	13-66-1294 - Transit Smart Fare System (Smart Card)	0%	1%
	17-99-2001 - Century Place Base Bldg Rehab & Tenant Improvements	NA	12%

Schedule

Page #	Profile	% Delay	
		Jun-22	Dec-21
6	17-21-1000 - Edmonton Soccer Association South Soccer Centre Expansion	13%	13%
9	11-66-1673 - Valley Line LRT	>20%	>20%
10	20-83-9001 - Downtown District Energy Initiative	71%	8%
20	14-66-2570 - Parking Control Technology	560%	488%
20	CM-66-2566 - LED Streetlight Conversion	48%	48%
20	13-66-1294 - Transit Smart Fare System (Smart Card)	29%	26%
21	CM-25-1001 - Vehicle and Equipment Replacement	11%	0%
23	CM-60-1765 - Vehicle Replacements	4%	0%
	CM-16-1232 - Dry Pond Land Acquisition	0%	23%

Integrated Infrastructure Services - Standalone Profiles
 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	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	34,830	47,800	Dec-23	Dec-22	Deliver	0%	0%	PY - 70% 2022 - 30% 2023 - 0% 2024 - 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)	The project is currently trending to be under budget. This variance is driven by lower than anticipated costs and unused contingencies.											
20-40-9017 - NRP Recon - Eastwood/Elmwood Park/Yellowhead Corridor East Ind	51,135	51,135	49,700	35,195	49,700	Dec-23	Dec-22	Deliver	0%	0%	PY - 69% 2022 - 30% 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.											
20-40-9019 - NRP/NARP Recon - Lorelei Neighbourhood and Alleys	38,337	38,337	25,800	16,315	25,800	Dec-22	Dec-22	Deliver	0%	0%	PY - 64% 2022 - 36% 2023 - 0% 2024 - 0%	Local Improvements Prop. Share - 2,524 Munc Sustain. Initiative - MSI - 2,792 Neighborhood Renewal Reserve - 20,484
Comments (including funding implications if any)	Construction of the 2022 (Year 3 of 3) scope of work has commenced. The overall project is anticipated to be complete by the end of 2022.											
21-40-9023 - NRP/NARP Recon - Beaumaris Neighbourhood and Alleys	37,600	37,600	35,600	10,017	35,600	Dec-24	Dec-23	Deliver	0%	0%	PY - 26% 2022 - 37% 2023 - 37% 2024 - 0% 2025 - 0%	Local Improvements Prop. Share - 2,478 Munc Sustain. Initiative - MSI - 348 Neighborhood Renewal Reserve - 32,475 Pay-As-You-Go - 300
Comments (including funding implications if any)	Construction of the 2022 (year 2 of 3) scope is underway, with expected completion in the fall of 2022. The overall project is anticipated to be complete and in-service by the end of 2023.											

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	6,612	49,900	Dec-24	Dec-23	Deliver	0%	0%	PY - 13% 2022 - 48% 2023 - 39% 2024 - 0% 2025 - 0%	Local Improvements Prop. Share - 3,420 Neighborhood Renewal Reserve - 47,873 Pay-As-You-Go - 607
Comments (including funding implications if any)	The project is currently trending to be under budget. This variance is driven by lower than anticipated costs and unused contingencies.											
21-40-9025 - NRP Recon - Garneau	36,900	36,900	34,900	8,391	34,900	Dec-24	Dec-23	Deliver	0%	0%	PY - 21% 2022 - 46% 2023 - 33% 2024 - 0% 2025 - 0%	Local Improvements Prop. Share - 2,346 Neighborhood Renewal Reserve - 29,224 Pay-As-You-Go - 3,330
Comments (including funding implications if any)	Construction for the 2021 (Year 1 of 3) scope of work is complete. Year 2 construction started in May 2022. The project is staged over 3 years and is anticipated to be complete and in-service by the end of 2023.											
21-40-9026 - NRP Recon - Malmö Plains	25,100	25,100	25,100	11,142	24,100	Dec-23	Jul-23	Deliver	0%	0%	PY - 43% 2022 - 57% 2023 - 0% 2024 - 0%	Local Improvements Prop. Share - 1,680 Neighborhood Renewal Reserve - 29,224 Pay-As-You-Go - 320
Comments (including funding implications if any)	The project is currently trending to be under budget. This variance is driven by lower than anticipated costs and unused contingencies.											
22-22-9700 124 Street - 109 Avenue to 118 Avenue	21,681	21,681	21,681	0	20,681	Dec-24	Dec-23	Deliver	0%	0%	2022 - 54% 2023 - 46% 2024 - 0% 2025 - 0%	Local Government Fiscal Framework - 734 Munc Sustain. Initiative - MSI - 13,280 Partnership Funding - 3,110 Pay-As-You-Go - 4,557
Comments (including funding implications if any)	The project is currently trending to be under budget. This variance is driven by lower than anticipated costs and unused contingencies.											
22-40-9028 Killarney Neighbourhood Renewal	38,932	38,932	38,932	0	38,932	Dec-24	Dec-23	Deliver	0%	0%	2022 - 57% 2023 - 43% 2024 - 0% 2025 - 0%	Local Improvements Prop. Share - 6,095 Neighborhood Renewal Reserve - 32,837
Comments (including funding implications if any)	Construction of the 2022 (Year 1 of 2) scope of work is underway, and is anticipated to be completed by the end of 2022. The overall project is anticipated to be complete by the end of 2023.											
22-40-9028 Pleasantview Neighbourhood Renewal	47,418	47,418	47,418	0	47,418	Dec-24	Dec-23	Deliver	0%	0%	2022 - 51% 2023 - 49% 2024 - 0% 2025 - 0%	Local Improvements Prop. Share - 6,591 Neighborhood Renewal Reserve - 38,615 Partnership Funding - 2,212
Comments (including funding implications if any)	Construction of the 2022 (Year 1 of 2) scope of work is anticipated to commence in Spring 2022 and is expected to be complete and in-service by the end of 2022. The overall project is anticipated to be complete by the end of 2023.											

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	310,637	310,637	26,599	310,637	Sep-27	Dec-26	Deliver	0%	0%	PY - 8% 2022 - 6% 2023 - 17% 2024 - 26% 2025 - 23% 2026 - 20%	Funds-in-Lieu Reserve - 1,386 Partnership Funding - 1,200 Pay-As-You-Go - 2,740 Tax-Supported Debt - 305,311
Comments (including funding implications if any)	Early site preparation work for the Lewis Farms Facility and Park is beginning and will continue throughout 2022. The early site work, located southwest of 92 Avenue and Rosenthal Way, includes installation of temporary fencing, grading and other activities to prepare the site for future construction. The current site work will ensure future construction can begin in 2023 pending approval of permits. During the site preparation work, there may be disruptions to parking and sections of trails in the area. The construction work and the presence of heavy equipment may create noise, which will have a short-term impact on nearby residents. All construction will take place during the mandated hours of 7 a.m. to 9 p.m. All City of Edmonton contract workers are required to abide by the City's Community Standards Bylaw 14600 which restricts noise levels and hours of work. As much as possible, the City is working to minimize the construction impacts to citizens and to keep them informed.											
15-21-5801 - Coronation Park Sports and Recreation Centre	112,260	153,410	153,410	15,160	153,410	Jun-26	Jun-26	Deliver	0%	0%	PY - 4% 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)	Construction of the Coronation Park Sports and Recreation Centre has reached 7% completion and is scheduled to be complete in Q2 2026. Pile foundations are completed; vertical construction and deep utility installation is on schedule.											
15-21-6600 - TELUS World of Science	40,000	40,000	40,000	12,000	40,000	TBD	Dec-22	Legacy	0%	0%	PY - 30% 2022 - 70%	Partnership Funding - 28,000 Pay-As-You-Go - 12,000
Comments (including funding implications if any)	Work on the last Phase is 95% complete. Work on deficiency correction and seasonal landscape is underway and expected to be complete in the summer of 2022. Project closeout is expected to occur before the last month of December.											

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
17-21-1000 - Edmonton Soccer Association South Soccer Centre Expansion	30,000	30,000	29,888	19,819	29,888	Dec-21	Aug-22	Deliver	0%	13%	PY - 54% 2022 - 38% 2023 - 8%	Enterprise Reserve - 2,000 Partnership Funding - 550 Pay-As-You-Go - 60 Self Supporting-Tax Guaranteed - 9,500 Tax-Supported Debt - 17,778
Comments (including funding implications if any)	Construction for South Soccer Centre has reached 77% completion. The City continues to work with the Edmonton Soccer Association collaboratively with the shared objective of completing the project by Q3 2022. Schedule challenges due to design review impacted the approved schedule baseline. The design review to align the budget and the funding led to the original delay.											
18-66-6503 - 50 Street CPR Grade Separation	86,600	179,620	179,620	30,776	179,620	Dec-27	Dec-25	Deliver	0%	0%	PY - 12% 2022 - 24% 2023 - 14% 2024 - 12% 2025 - 10% 2026 - 28%	Federal Grant - 39,800 Partnership Funding - 2,750 Pay-As-You-Go - 16,500 Provincial Grant - 28,300 Tax-Supported Debt - 92,270
Comments (including funding implications if any)	Construction is in progress including utility relocation work, roadway removals, and retaining walls. Traffic has been switched to the planned detour roads which maintain 2 full lanes in each direction through the construction zone. The construction tender was issued in February 2022 and closed on March 11, 2022. The recommended tender bid received was higher than the estimated construction budget.											
21-10-9103 - Iron Works Building Rehabilitation	6,048	21,308	21,308	1,670	21,308	Mar-24	Dec-23	Deliver	0%	0%	PY - 6% 2022 - 24% 2023 - 53% 2024 - 9%	Canada Cultural Spaces Fund Grant - 308 Debt CRL Quarters - 21,000
Comments (including funding implications if any)	The Iron Works Building Rehabilitation Phase 1 construction is 51% complete with remediation work ongoing. The phase 2 Interior design has been re-submitted to the City for review. The Phase 2 tender pricing is anticipated in early Q3 2022.											
21-11-9600 - EPS-Police Headquarters Rehabilitation	23,105	23,105	24,265	2,267	23,003	Dec-25	Dec-25	Deliver	0%	0%	PY - 2% 2022 - 23% 2023 - 37% 2024 - 28% 2025 - 10%	Local Government Fiscal Framework - 4,874 Munc Sustain. Initiative - MSI - 16,893 Pay-As-You-Go - 2,498
Comments (including funding implications if any)	Detailed Design of Police Station Downtown Division Rehabilitation 2A/2B Scope has reached 90% completion. The expedited scope of work has reached 90% completion. The project is proceeding in line with the approved baseline. The project is currently forecasted to be complete by Q4 2025. Design / Construction Activity Highlights for this month consists of: - Completed Welding Inspections - Final crane lift required for advanced scope - Completed Sprinkler installation in mechanical room - Close of tender package 1 - 60% completion of tender package 2 (design)											
21-12-0320 - Edmonton Convention Centre Rehabilitation	48,053	48,053	48,053	4,433	48,053	Jun-26	Dec-25	Deliver	0%	0%	PY - 7% 2022 - 32% 2023 - 52% 2024 - 14% 2025 - 1%	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 for Phase 1A (Critical exterior and civil work) has reached Substantial Performance in June 2022. Construction for Phase 1B [Architectural (Canopy, Welcome Centre, Glazing, Landscaping, Ceiling and Stair finishes); Mechanical (Domestic Water, Area Drains); Electrical (Hall Lighting, Stair Lighting, Additional Ext. Power)] has reached 2% completion and is forecasted to be completed in Q2 2023. Design for phase 2 [Architectural (Soffits, remainder of glazing, partitions, acoustics, doors); Primary scope for all Mechanical, Electrical and Elevator Controls rehabilitation and replacement] was fast tracked and is planned to be awarded in July 2022. Construction for Phase 2 is currently planned to be complete in Q2 2024.											

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	24,914	24,914	870	24,914	Dec-24	Dec-24	Deliver	0%	0%	PY - 3% 2022 - 26% 2023 - 63% 2024 - 8%	Federal Gas Tax Fund - 6,641 Local Government Fiscal Framework - 884 Munc Sustain. Initiative - MSI - 15,862 Pay-As-You-Go - 1,527
Comments (including funding implications if any)	The Detailed Design for the Kinsmen Sports Center Facility Rehabilitation project is underway and has reached approximately 95% complete for Phase 1 & Phase 2. The total project scope, previously phased over two budget cycles (Phase I & Phase II), was approved by Council to advance phase II along with phase I. As a result, the project team is in the process of finalizing the tender package for the full project scope. The overall project is still on target to be completed by the end of Q4 2024.											
21-12-0340 - The Orange Hub Phase II Rehabilitation	20,612	20,612	20,612	3,028	20,612	Jun-23	Jun-23	Deliver	0%	0%	PY - 12% 2022 - 38% 2023 - 38% 2024 - 12%	Munc Sustain. Initiative - MSI - 17,615 Pay-As-You-Go - 2,997
Comments (including funding implications if any)	Parkade Demolition is complete. The design of the parkade and theatre stage replacement scope of work is 90% complete as of Q2 2022.											
21-12-0350 - Edmonton EXPO Centre Rehabilitation	98,349	98,349	98,349	13,788	98,349	Dec-25	Dec-25	Deliver	0%	0%	PY - 3% 2022 - 30% 2023 - 33% 2024 - 33% 2025 - 1%	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 (Hall D slab, bleachers, mechanical room, roof; Hall A/B/C abatement, structural reinforcement, mechanical system replacement; boiler plant; electrical distribution) of the EXPO Centre Rehabilitation continues to progress per the baseline schedule. It is anticipated to be In-Service in Q1 2023. Detailed Design for Phase 2 (roofing, envelope, Entrance 6 redevelopment, Hall D entry, roof solar) of the EXPO Centre Rehabilitation continues to progress per the baseline schedule and is currently planned to be complete by the end of 2022. Construction for Phase 2 will be integrated where appropriate (ie. roof and solar) during Phase 1. Construction and is scheduled for completion in Q1 2025. Overall, the project is 14% complete and both Design and Construction continue to progress per the baseline schedule.											
21-20-9301 - Yellowhead Trail - 156 Street to St Albert Trail	177,634	177,634	177,634	59,501	177,634	Dec-23	Nov-23	Deliver	0%	0%	PY - 19% 2022 - 43% 2023 - 38%	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 continues with the relocation of existing utilities between 156 Street and 142 Street, and the installation of drainage infrastructure between 142 Street and 156 Street in the eastbound direction. Building demolitions in the southwest corner of Yellowhead Trail and 142 street have commenced. Replacement of the Dovercourt noise wall is currently underway. The replacement of the center median between 149 Street and 142 Street is underway. Access to Yellowhead Trail eastbound from 142 Street will be restored by the end of 2022. Yellowhead Trail has been reduced to 2 travel lanes in both directions to accommodate construction in the area. In addition, the following traffic impacts are in place until later fall of 2022: westbound Yellowhead Trail 156 Street off-ramp closures, 149 Street closure between Yellowhead Trail and 128 Avenue, westbound traffic under St. Albert Trail has been crossed over to the eastbound side to allow for construction under the north end of the bridge. Business access is maintained throughout the site. 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	141,126	48,145	141,126	Dec-23	Nov-23	Deliver	20%	0%	PY - 21% 2022 - 41% 2023 - 38%	Federal Bldg Canada Fund - 42,077 Provincial BCF - matching - 16,855 Tax-Supported Debt - 82,194
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 underground utility work and the construction of the new 125 Avenue industrial collector road between Fort Road and 66 Street. Ultimately, the new collector road will connect to Yellowhead Trail at 61 Street. Construction in the spring and early summer has focused primarily on utility installations for the upcoming widening of Fort Road, and the construction of rail detours to support the lengthening of the CN Rail bridge. For the remainder of 2022, the work will focus on the construction of the new southbound lanes of Fort Road between Yellowhead Trail and 66 Street, the connection of the new 125 Avenue to Yellowhead Trail at 61 Street, coordination with CN Rail to move train traffic onto the new rail detours, and lengthening the CN Rail bridge structure. To accommodate construction activities related to the bridge lengthening and road widening work, Fort Road is currently closed between 125 Avenue and 66 Street and is expected to reopen in reduced capacity by late summer of this year. The newly constructed 125 Avenue collector is operating as a detour during the closure. Bridge construction and widening of the southbound lanes are anticipated to be completed this winter, with the widening of the northbound lanes scheduled for 2023. Higher than estimated costs on the reconstruction of the CN Rail bridge structure, additional land purchases and an increase in the scope of work related to the new EPCOR Water utility and roadway improvements along 66 Street, between Yellowhead Trail and Fort Road.											
22-12-9007 - Valley Zoo - Nature's Wild Backyard Phase II	50,300	50,300	50,300	22	50,300	Dec-25	Dec-25	Deliver	0%	0%	2022 - 3% 2023 - 33% 2024 - 33% 2025 - 30% 2026 - 1%	Partnership Funding - 5,400 Tax-Supported Debt - 44,900
Comments (including funding implications if any)	Funding for delivery is now approved and the team has re-engaged the consultant team to review the design to determine if there are changes required to align the design with current codes and City policies/standards. The project continues to progress per the baseline plan with the construction tender forecasted to occur in 2023.											
20-20-2024 - Edmonton-Strathcona County Pedestrian Bridge	4,401	38,580	38,580	2,660	38,580	Dec-25	Dec-25	Deliver	0%	0%	PY - 4% 2022 - 5% 2023 - 26% 2024 - 41% 2025 - 23% 2026 - 1%	Partnership Funding - 28,820 Pay-As-You-Go - 9,760
Comments (including funding implications if any)	Construction procurement is ongoing. The construction start date will depend on regulatory approvals. Completion is set for the fall of 2025.											
17-74-4103 - Jasper Avenue New Vision Phase 2	31,125	31,125	31,125	24,304	31,125	Dec-23	Dec-23	Deliver	0%	0%	PY - 83% 2022 - 11% 2023 - 6% 2024 - 0% 2025 - 0%	Debt CRL Downtown - 30,117 Debt CRL Quarters - 1,008
Comments (including funding implications if any)	The reconstruction of Thornton Court is ongoing. Sidewalk access will be maintained while reducing one lane of traffic on Jasper Avenue. Construction is expected to wrap up by Q3 2022.											
Infrastructure Planning & Design												
19-10-1013 - Ambleside Integrated Site - Phase 1	81,785	81,785	81,785	547	81,785	Sep-26	Sep-26	Develop	0%	0%	PY - 0% 2022 - 0% 2023 - 9% 2024 - 36% 2025 - 42% 2026 - 13%	Pay-As-You-Go - 1,500 Tax-Supported Debt - 80,285
Comments (including funding implications if any)	City Council has approved funds to complete phase 1 of the Ambleside Integrated Site. The project team is re-engaging with the prime consultant to continue working on the project.											

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 - Terwilliger Drive Expressway Upgrades - Alternate Staging	102,700	239,631	239,631	25,345	239,631	Dec-27	Dec-27	Develop	0%	0%	PY - 8% 2022 - 17% 2023 - 20% 2024 - 28% 2025 - 14% 2026 - 13%	Pay-As-You-Go - 931 Provincial Grant - 116,500 Tax-Supported Debt - 122,200
Comments (including funding implications if any)	Detailed design is still being completed and 90% design is due in Mid July. This work will be packaged with Terwilliger Stage #2 Tender and will go out for Tender in the Fall of 2022 with Construction occurring in the Terwilliger Stage #2 Construction timeline of 2023-2026.											
20-20-2022 - New Transit Bus Garage	6,000	51,000	51,000	1,356	51,000	Dec-23	Dec-23	Develop	0%	0%	PY - 1% 2022 - 92% 2023 - 7%	Tax-Supported Debt - 51,000
Comments (including funding implications if any)	Land negotiations are in progress. The funding will be required when a deal has been reached.											
21-10-9105 - Fire Station #8 Relocation - Blatchford	23,657	23,657	23,657	22	23,657	Dec-25	Dec-25	Develop	0%	0%	2022 - 24% 2023 - 31% 2024 - 30% 2025 - 15%	Tax-Supported Debt - 23,657
Comments (including funding implications if any)	Integrated Project Delivery Team Request for Proposal was released May 2022 and closed July 7, 2022. Evaluation process to be complete by end of August 2022.											
LRT Expansion & Renewal												
11-66-1673 - Valley Line LRT	1,776,302	1,757,743	1,757,743	1,607,005	1,757,743	Dec-21	TBD	Legacy	0%	>20%	PY - 85% 2022 - 13% 2023 - 2%	Climate Leadership Plan - Prov - 177,888 Developer Financing - 3,810 Federal Bldg Canada Fund - 150,000 Federal P3 Canada Grant - 250,000 Green-trip - 424,984 LRT Reserve - 6,912 Munc Sustain. Initiative - MSI - 20,915 Pay-As-You-Go - 219 Tax-Supported Debt - 723,015
Comments (including funding implications if any)	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. TransEd will be commencing Service Demonstration in July 2022. The City launched a public safety education campaign for Valley Line in Q1 2022 and will continue rollout of new information throughout the summer. Significant project milestones were achieved including: - first integration of train and traffic signals at an intersection. TransEd has achieved 96.9% progress (to end of June 2022) 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. On August 11, 2022 TransEd publicly announced they have identified problems with the concrete piers that support the elevated guideways. Analysis and remediation will likely take some time, resulting in a further delay in service commencement. Once the scope of the repairs is understood, further updates on the anticipated Service Commencement date will be provided at that time.											
16-66-7013 - Metro Line LRT (NAIT - Blatchford) Extension	350,500	290,270	291,116	117,515	291,116	Dec-25	Dec-24	Legacy	0%	0%	PY - 35% 2022 - 24% 2023 - 16% 2024 - 7% 2025 - 3% 2026 - 5% 2027+ - 10%	Federal - Investing in Canada Infrastructure Prgm (ICIP) - 103,200 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 - 103,200 Tax-Supported Debt - 60,835
Comments (including funding implications if any)	Platforms, structural steel and roofing are complete at the NAIT/Blatchford Market and Blatchford Gate stations. Work on the canopy soffits and station photovoltaic panels are underway. Concrete trackway is approximately 50% complete, and embedded rail installation is underway. Special trackwork (rail crossovers) installation started in June. The building envelope is complete at the NAIT Utility Complex, with interior finishing, mechanical, and electrical scopes advancing. The Blatchford Utility Complex masonry work is nearly complete, with roofing expected to start in July. Construction of cycle track and pedestrian walks started in June. Coordination with Blatchford projects and adjacent stakeholders is ongoing.											
16-66-7017 - Valley Line LRT: Downtown to Lewis Farms	2,610,082	2,607,678	2,607,678	276,968	2,607,678	Dec-27	Dec-27	Legacy	0%	0%	PY - 8% 2020 - 11% 2021 - 21% 2022 - 26% 2023 - 23% 2024 - 7% 2025+ - 4%	Developer Financing - 178 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)	Marigold Infrastructure Partners (MIP) 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). MIP 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. Road and drainage construction on 87 Avenue, Meadowlark Road, 156 Street, and Stony Plain Road will start in Summer 2022. Hyundai Rotem Company (HRC) is supplying 46 low-floor LRVs. Concept design of the LRVs was completed in May 2022 and preliminary design of the LRVs has started.											

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 Ellersie Road	1,100,040	1,100,040	1,100,040	15,068	1,100,040	Dec-27	Dec-27	Deliver	0%	0%	PY - 2% 2022 - 3% 2023 - 11% 2024 - 22% 2025 - 26% 2026 - 21% 2027+ - 15%	Federal - Investing in Canada Infrastructure Prgm (ICIP) - 415,967 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 - 324,040 Tax-Supported Debt - 342,653
Comments (including funding implications if any)	The project delivery method is confirmed as Design-Build. RFQ of the project was launched on June 9th. The City has began land acquisition for the project, and early procurement activities. The early works design for 23rd Avenue scope has commenced, with hydrovac and other advance investigations underway in advance of early works construction activities commencing later this year.											
19-10-1011 - Stadium LRT Station Upgrade	27,500	44,177	50,830	41,265	50,830	Dec-22	Dec-22	Deliver	15%	0%	PY - 72% 2022 - 28%	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 - 6,722
Comments (including funding implications if any)	The existing and new platforms shelters are nearing completion - civil works are ongoing, inclusive of some fencing, handrails and hardscaping / landscaping, complete station handback is scheduled for September. There will be some re-routing of pedestrian walkways to accommodate the work this summer and notifications will be made in advance of this work starting. The variance to original adjusted budget is due to re-costing 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.											
21-50-9100 - 103A Avenue Pedway	26,500	26,500	26,500	9	26,500	Dec-25	Dec-25	Develop	0%	0%	2022 - 3% 2023 - 12% 2024 - 60% 2025 - 25%	Debt CRL Downtown - 26,500
Comments (including funding implications if any)	Corporate Procurement and Supply Services are in the process of awarding the design contract.											
Blatchford Redevelopment Project												
20-83-9001 - Downtown District Energy Initiative	27,900	28,229	28,229	3,561	28,229	Dec-22	Dec-23	Deliver	0%	71%	PY - 7% 2022 - 55% 2023 - 38%	Financial Stabilization Resrv. - 329 Pay-As-You-Go - 14,129 Self-Liquidating Debentures - 13,771
Comments (including funding implications if any)	Downtown District Energy is an initiative involving the Winspear and EPCOR. The project has experienced several design iterations and faced inflationary cost pressures which will impact the overall project schedule. Detailed engineering, regulatory process, and public consultation is ongoing. A report providing an update on the Downtown District Energy Initiative is planned to be brought forward to Council on October 31, 2022.											
14-02-2106 - Blatchford Redevelopment Implementation	631,925	631,925	631,925	178,951	631,925	Dec-38	Dec-38	Legacy	0%	0%	PY - 27% 2022 - 6% 2023 - 5% 2024 - 3% 2025 - 3% 2026 - 2% 2027+ - 54%	Blatchford Lands Retained Earnings - 551,383 Tax-Supported Debt - 80,542
Comments (including funding implications if any)	A construction tender is underway for Blatchford East Stage 5 and Engineering drawing review is in the process for Blatchford East Stage 5, Blatchford West Stage 3 and West Stage 5. Upon receipt of drawing approval and tender award for East Stage 5 construction may begin, anticipated for late August or early fall of 2022. West Stage 3 construction work has been awarded. West Stage 5 construction pricing is currently under review and upon finalization of construction costs and engineering drawing approval construction can proceed. Anticipated to start early August. A report providing an update on Progress of Land Development at Blatchford is planned to be brought to Executive Council on October 31, 2022.											

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 - 70% 2022 - 2% 2023 - 25% 2024 - 3%	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	153,717	153,717	94%	94%	47%	PY - 74% 2022 - 26%	Developer Financing - 42 Local Improvements Prop. Share - 4,029 Municipal Stimulus Program - 10,667 Neighborhood Renewal Reserve - 135,389 Pay-As-You-Go - 3,590
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.						

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	398,166	398,166	100%	100%	0%	PY - 5% 2022 - 0% 2023 - 3% 2024 - 37% 2025 - 39% 2026 - 16%	Federal Bldg Canada Fund - 134,435 Provincial BCF - matching - 207,445 Tax-Supported Debt - 56,286
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 cash flows.						
CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development	213,961	213,961	100%	100%	93%	PY - 28% 2022 - 22% 2023 - 19% 2024 - 24% 2025 - 5% 2026 - 2%	Federal Bldg Canada Fund - 6,642 Pay-As-You-Go - 7,487 Tax-Supported Debt - 199,831
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	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	26,698	38,712	56%	56%	27%	PY - 59% 2022 - 32% 2023 - 9% 2024 - 0%	Federal Gas Tax Fund - 4,626 Heritage Resources Reserve - 400 Munc Sustain. Initiative - MSI - 15,859 Partnership Funding - 92 Pay-As-You-Go - 5,226 Rogers Place Arena Reserve - 39 Stadium Reserve - 456
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>Variance will be managed to budget through surplus contingencies as projects come into service, more accurate costs as projects complete tendering processes and, finally, if required through deferment of projects at tender stage depending on schedule/spending feasibility and rehabilitation priority.</p>						

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-22-0000 - Transportation: Goods Movement - Arterial Renewal	83,577	93,580	86%	86%	9%	PY - 89% 2022 - 11%	Munc Sustain. Initiative - MSI - 58,638 Municipal Stimulus Program - 15,743 Pay-As-You-Go - 9,197
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. Larger than expected variance because of higher pre-tender and post tender estimated costs for projects to be delivered in 2022 and additional scope for Gateway Boulevard work was added to the profile causing the profile to be overprogrammed.						
CM-24-0000 - Transportation: Bridges & Auxiliary Structures - Renewal	37,138	39,537	40%	40%	9%	PY - 69% 2022 - 31%	Federal Gas Tax Fund - 6,023 Munc Sustain. Initiative - MSI - 29,388 Pay-As-You-Go - 1,727
Comments (including funding implications if any)	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. Variance will be managed to budget through surplus contingencies as projects come into service, more accurate costs as projects complete tendering processes and, finally, if required through deferment of projects at tender stage depending on schedule/spending feasibility and rehabilitation priority.						

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-34-0000 - Open Space: Environmental - Renewal	21,180	22,819	75%	75%	20%	PY - 43% 2022 - 49% 2023 - 8%	Developer Financing - 6,053 Munc Sustain. Initiative - MSI - 14,654 Pay-As-You-Go - 473
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. Variance is due to higher than anticipated cost in the Capilano Trail project as well as larger than expected environmental liabilities. Funding remains fully committed to the end of 2022.						

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	2,139	3,088	Dec-22	Dec-22	0%	0%	PY - 49% 2022 - 51%	Pay-As-You-Go - 4,293
Comments (including funding implications if any)	This profile's under-expenditure will be offset by over-expenditures in CM-18-1515 - Technology Infrastructure - Renewal. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget and on schedule - as a group. Initial system training has been completed, and keep-warm training will be provided shortly before the launch of the IP Call Handling system. Solacom and the project team are working hard to resolve IP Call Handling system issues discovered during user acceptance and system testing. Once all concerns have been addressed, and the system is ready for production, a go-live date will be set, considering timing, resources and other factors										
19-18-1903 - Recreation and Attractions Management (RAMS) Program	1,707	4,002	4,002	2,915	4,002	Dec-22	Dec-22	0%	0%	PY - 67% 2022 - 33%	Pay-As-You-Go - 4,002
Comments (including funding implications if any)	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, and the 2021-2022 RAMS enhancements are progressing as planned. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget and on schedule - as a group. The development of 2022-RAMS enhancements is progressing as planned and budgeted. By the end of 2022, the project will also deliver a new Online Application Portal for the Leisure Access and Ride Transit programs as well as implement Self-Service Payment Kiosks at Terwilliger Community Recreation Centre, as the first of many future locations.										
19-18-1901 - Information Security and Disaster Recovery Enhancements	11,500	13,170	8,373	5,308	8,173	Dec-22	Dec-22	0%	0%	PY - 65% 2022 - 35%	Pay-As-You-Go - 8,373
Comments (including funding implications if any)	This profile's under-expenditure will be offset by over-expenditures in CM-18-1515 - Technology Infrastructure - Renewal. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget and on schedule - as a group. Project Updates: Completed Production implementation of the Enterprise Identity Access Management (EIAM) system in Q2 2022. Continuing to work on the EIAM stabilization and building the EIAM integration with Enterprise Commons throughout 2022 and into 2023. As part of the 2022 year-end, a portion of this capital profile will be 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.										

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	487	Dec-22	Dec-22	0%	0%	PY - 51% 2022 - 49%	Pay-As-You-Go - 487
Comments (including funding implications if any)	The majority of the projects within this composite profile are progressing as planned and are forecasted to be on budget within the 4-year capital cycle. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget and on schedule - as a group.										
CM-18-1515 - Technology Infrastructure - Renewal	NA	23,614	23,614	20,467	27,820	Dec-22	Dec-22	18%	0%	PY - 66% 2022 - 34%	Pay-As-You-Go - 23,614
Comments (including funding implications if any)	<p>The majority of these projects within this composite profile are progressing as planned and are forecasted to be on budget within the 4-year capital cycle. The expected over-expenditure will be offset by under-expenditures in other composite and stand-alone profiles in the branch. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget and on schedule - as a group.</p> <p>Highlights of major accomplishments and milestones in 2022 include:</p> <ul style="list-style-type: none"> -Unified Endpoint Management (UEM) update: Completed the pilot phase migrating 50 mobile devices from Blackberry (BES) UEM platform onto the VMware Workspace One (WS1) UEM platform. The goal of the project is to migrate all the City's 3,500 plus mobile devices onto the WS1 UEM platform and decommission the BES UEM environments. -Oracle Enterprise Manager (OEM) Lifecycle Manager: With this implementation, the City has drastically improved Oracle administration and management capabilities. We have automated our processes for patching, upgrading, and backing up of Oracle databases. -Workspace One: This project is progressing as planned, and the migration of Citrix Zen Apps to VMWare Horizon was completed in Q2. The Workspace One portal is online. -Network Infrastructure Evergreening: Lifecycle management of network equipment continues according to plan. Some staff were reallocated to the Valley Line SE switch deployment which slowed standard replacement in Q2. Work will continue as planned into Q3 and Q4. -Large network deal closing soon, will boost actuals substantially upon closure. 										
CM-18-1514 - Technology Implementation - Growth	NA	3,936	3,936	2,503	3,136	Dec-22	Dec-22	0%	0%	PY - 75% 2022 - 25%	Pay-As-You-Go - 3,936
Comments (including funding implications if any)	<p>The majority of the projects within this composite profile are progressing as planned and are forecasted to be on budget within the 4-year capital cycle. This profile's under-expenditure will be offset by over-expenditures in Technology Infrastructure - CM-18-1515. The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget and on schedule - as a group.</p> <p>To date, completed technology projects within this profile include:</p> <ul style="list-style-type: none"> -Computer-Aided Dispatch (CAD) Full Upgrade -eServices Stream 4 (POSSE Enhancements) <p>Q2 2022 Highlights:</p> <p>The POSSE Inspector Mobility project to enable functionality for all Safety Code Inspection teams (HVAC, Electrical, Building, and Plumbing and Gas) has been extended to address a performance issue, but is expected to close before August.</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	11,255	11,255	5,458	9,255	Dec-22	Dec-22	0%	0%	PY - 53% 2022 - 47%	Pay-As-You-Go - 11,255
Comments (including funding implications if any)	<p>The seven OCT capital profiles (CM-18-1517, CM-18-1515, CM-18-1514, CM-18-1510, 19-51-1904, 19-18-1903, 19-18-1901) are currently expected to be on budget and on schedule - as a group. This profile's under-expenditure will be offset by over-expenditures in Technology Infrastructure - CM-18-1515.</p> <p>Highlights of Application sustainment projects in Q2 2022 include:</p> <p>DATS V21 Upgrade - To date, we have completed a full data purge which now aligns us to Records Management Disposition standards. We are currently replanning the upgrade to V21, as a decision was made to remain on Oracle and upgrade to 19c.</p> <p>OmniRim Replacement - OmniRIM, which is used for tracking, archiving, and disposition of physical records, must be replaced to maintain support, due to sale of the software to FileTrail Inc. We have completed the data migration and are now in the process of beginning User Acceptance Testing (UAT).</p> <p>SAP CRM Upgrade - In progress. This work being is focused on removing SAP CRM's dependencies on deprecated and unsupported technology.</p>										
Real Estate											
19-16-5055 - Heritage Valley Land Development	15,300	22,300	22,300	910	22,300	Dec-25	Dec-25	0%	0%	PY - 2% 2022 - 11% 2023 - 67% 2024 - 13% 2025 - 7%	Land Fund Retained Earnings - 22,300
Comments (including funding implications if any)	<p>This development will serve both land for municipal purposes and remnant land to be brought to market. This profile funds required site investigations and detailed design costs associated with future roadways and site servicing connections to remnant lands and also supports future municipal development planned for the site.</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	6,293	6,293	3,293	4,293	Dec-22	Dec-22	0%	0%	PY - 77% 2022 - 23%	Land Fund Retained Earnings - 6,293
Comments (including funding implications if any)	The funding in this composite profile was held in abeyance limiting acquisition opportunities leading to the profile being underspent.										
Financial Services											
19-18-1904 - Enterprise Systems Transformation Program	63,500	78,300	78,300	41,692	78,300	Dec-22	Dec-22	0%	0%	PY - 46% 2022 - 54%	Pay-As-You-Go - 78,300
Comments (including funding implications if any)	Schedule and budget currently under review.										

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	14,594	14,594	9,918	12,989	Dec-15	Dec-23	0%	560%	PY - 76% 2022 - 8% 2023 - 16%	Other - 11,794 Pay-As-You-Go - 2,800
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). 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. Remaining spending is anticipated for: - Commissionaires (2022) - VLPR Fleet (2022) - Electronic Permissions to Park/RPP/Monthly Parking and Permits (2022) 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. In the 2022 Spring SCBA, Council approved the scope change to add \$2.8M (\$700K in 2022, \$2.1M in 2023) of Pay-As-You-Go funding to retrofit existing e-Park machines to become EMV compliant.</p>										
CM-66-2566 - LED Streetlight Conversion	NA	20,000	20,000	8,274	20,000	Dec-22	Dec-24	0%	48%	PY - 26% 2022 - 33% 2023 - 25% 2024 - 16%	Tax-Supported Debt - 20,000
Comments (including funding implications if any)	<p>Project has experienced delays throughout the pandemic related to supply chain availability and long lead delivery times for material. Additionally, increased material and contractor costs may affect overall budget, however the total impact to the budget is still being evaluated. Overall the project is in progress where designs and installations are now being completed at a steady pace. Project is forecast to be complete in 2024 as a result of these impacts.</p>										
Edmonton Transit											
13-66-1294 - Transit Smart Fare System (Smart Card)	42,219	53,536	53,536	34,946	53,536	Dec-20	Feb-23	0%	29%	PY - 61% 2022 - 33% 2023 - 28% 2024 - 11%	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>Pilot testing extended. Anticipated launch of remaining fare products will transition in a phased approach throughout 2022/2023.</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	226,797	226,797	188,888	222,084	Dec-22	Dec-22	0%	0%	PY - 83% 2022 - 17%	Federal Gas Tax Fund - 39,029 Green-trip - 4,353 Munc Sustain. Initiative - MSI - 141,431 Partnership Funding - 2,700 Pay-As-You-Go - 39,284
Comments (including funding implications if any)	Expected delivery of 40' diesel units in Q3 2022. Funding transfer for remaining two milestone payments on Ebus anticipated in Q3 2022. DATS bus delivery continues to be delayed due to supply chain issues. This profile will cover the shortfall in 15-66-3004 ETS Radio Systems Replacement, CM-66-3608 Electric Buses and 19-61-3002 LRT Trackside Maintenance in a future budget adjustment.										
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)	16 units have arrived in June; invoicing to follow. Anticipating all 20 units delivered and in service in early Q3 2022.										
Fleet & Facility Services											
CM-25-1001 - Vehicle and Equipment Replacement	NA	177,587	177,587	148,566	177,587	Dec-22	Dec-23	0%	11%	PY - 77% 2022 - 13% 2023 - 10%	Fleet Services Replacement Rsv - 177,430 Pay-As-You-Go - 157 Vehicle for Hire - 425
Comments (including funding implications if any)	All 2023 budget is expected to be committed in 2022, with delivery occurring in 2023. Since COVID-19, there have been manufacturing delays and supply chain issues related to semi-conductor components. As a result, the typical delivery timelines have increased from under 12 months to over 18 months.										

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	37,647	37,094	37,647	Dec-22	Dec-22	4%	0%	PY - 98% 2022 - 1% 2023 - 1%	Debt CRL Downtown - 37,647
Comments (including funding implications if any)	Legal expenses associated with expropriation expected to continue while land compensation proceedings progress. Future adjustments 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. Resolution of land compensation proceedings may necessitate an adjustment. The budget will be adjusted accordingly as the project progresses										
CM-74-4100 - Downtown CRL	NA	91,775	91,775	697	91,775	Dec-26	Dec-26	0%	0%	PY - 1% 2022 - 2% 2023 - 6% 2024 - 44% 2025 - 33% 2026 - 14%	Debt CRL Downtown - 73,539 Downtown CRL Reserve - 18,235
Comments (including funding implications if any)	Downtown CRL projects in the 2019-22 Cycle: Warehouse Campus Neighbourhood Central Park, Jasper Avenue New Vision, Projects in the Civic Precinct (Centennial Plaza), Green and Walkable (other streetscape projects and improvements), and Drainage infrastructure at 104 Street. This includes funds for privately owned amenity spaces, and streetscaping associated with the Station Lands project. Funding for growth projects >\$2 million will be transferred to standalone profiles as the project reaches the "Checkpoint 3" milestone.										
Planning & Environment Services											
CM-16-1232 - Dry Pond Land Acquisition	NA	26,000	26,000	4,500	26,000	TBD	Dec-36	0%	0%	PY - 17% 2022 - 0% 2023 - 6% 2024 - 8% 2025 - 6% 2026 - 27% 2027+ - 36%	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. Acquisition of the Kenilworth site should be complete by Q3 2022. Future acquisitions will be determined by EPCOR in accordance with their Stormwater Integrated Resource Plan. EPCOR has provided projections on their dry pond land acquisitions through 2027 and commented that the actual flood mitigation program extends until 2035.										

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	46,212	55,942	Dec-22	Mar-23	0%	4%	PY - 80% 2022 - 14% 2023 - 6%	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 shutdowns 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	28,332	28,332	28,332	11,642	28,332	Dec-26	Dec-26	0%	0%	PY - 37% 2022 - 51% 2023 - 9% 2024 - 1% 2025 - 1% 2026 - 1%	Pay-As-You-Go - 25,555 Rapid Housing Initiative (Federal) - 2,777
Comments (including funding implications if any)	<p>Affordable Housing and Homelessness are continuing Permanent Supportive Housing (PSH) site acquisition and development work. The Queen Alexandra and Garneau PSH sites were part of a land offering process with grant funding allocations to cover servicing costs. Administration has chosen two applicants through the land offering process to move forward with but both require additional time to refine their models and secure additional finances.</p> <p>Two additional sites were acquired over the last year in the Holyrood and Canora neighbourhoods for a combined cost of \$4.1M. Planning work is underway to prepare these sites for future development either as below-market listings similar to Queen Alexandra and Garneau, or as potential RHI sites for new-build developments. This includes demolition of existing structures and backfill at the Holyrood site (~\$250K) which is currently undergoing the rezoning process. Servicing cost studies were conducted on both sites (approximately \$30K each). Administration is currently working with CMHC to determine what the requirements may be on the upcoming RHI 3.0 and how best to leverage these properties and receive federal funding.</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 servicing development work on Ogilvie Ridge surplus school site has been incorporated with the proposed land transfer with the selected housing provider with projected costs of \$1.25M. 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 under sale negotiation with the selected housing provider as a mixed-market affordable housing opportunity. A report will be going to Council in Q3 seeking approval of the sale of the land with accompanying grants. Additional site preparation and due diligence work for Henderson Estate and a new potential surplus site is currently underway to inform administration of site feasibility.</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. Contractors are nearing completion of asphalt surfacing on the site. However, deficiencies have been identified on required asphalt density. An updated schedule on correcting deficiencies and EPCOR water site review is in development. Completion time has been pushed back within this calendar year but the project is still tracking on budget.</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	41,349	41,349	31,046	32,112	Dec-22	Dec-22	0%	0%	PY - 96% 2022 - 4%	Self-Liquidating Debentures - 41,349
Comments (including funding implications if any)	Public-facing project rollout had been moved from 2020 to 2021 due to COVID. Expenses for some non-public facing components were incurred in 2020. Some capital funding was reallocated to operating related to project costs that cannot be capitalized for accounting purposes, such as contracted cart maintenance equipment costs, cart staging area rental, etc. and was reflected in the 2022 Utility Rate File. As the successful rollout program nears completion, profile savings are also anticipated from delivering the program under its original budget, largely due to less residents requesting smaller carts than anticipated. Profile is expected to be completed (as future cart needs will be procured under Waste Containers profile) and remaining budget will be released by the end of 2022.										
23-81-2054 Three-stream Communal Collection	29,011	29,011	29,011	0	29,011	Dec-43	Dec-43	0%	0%	2023 - 26% 2024 - 5% 2025 - 5% 2027+ - 64%	Self-Liquidating Debentures - 21,688 Waste Mgt Retained Earnings - 7,323
Comments (including funding implications if any)	Project will start in 2023										
CM-81-2048 - Waste Services Vehicles & Equipment	NA	35,734	35,734	26,687	35,734	Dec-22	Dec-22	0%	0%	PY - 60% 2022 - 40%	Waste Mgt Retained Earnings - 35,734
Comments (including funding implications if any)	Waste and Fleet have conducted a thorough review of required purchases and have updated projections for viable deliveries to the end of budget cycle. Waste is on target to meet annual projections of \$14.4M, although supply chain delays could impact current year spend. Waste and Fleet are actively procuring equipment a year in advance to ensure timely deliveries of growth and replacement units can meet operational requirements.										